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Hongkorg, 5th May, 1898. DOUGLAS STEAMSHIP COMPANY. LIMITED.

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Captain Schrotter, will be despatched as above on TUESDAY, the 10th inst., at 4 r. m., instead of as prejiously advertised. For Freight, apply to CARLOWITZ & CO., Hongkong, 6th May 1898.

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ANUSID TIONER NURSES at the GOVERN-MENT CIVIL HOSPITAL Hongkong, age from 18 to Vears A powledge of English is essential Further particulars as to agreements, salaries &c., can be optained of the MATRON.

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Hougkong, 4th May, 1808,

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AUOIIONS PUBLIC AUCTION.

PUBLIC AUCTION,
TO MORROW
SATURDAY, the 7th May, 1898, at his vales Rooms, Duddell Street, A DUANNITE OF

CURIOSITIES BATSUMA VASES JARS and PLATES ACQUER WARE, CLOISONNE VARES EMANERE BRONZES &c.

NOIENT INCA (Pero) POTTERY. OO P. L.MMERT

. 1898. areoi. VITURE GLASS. CHESTS

STEADS ENTLEMAN'S S SINGER SELLE I MACHINES.
On View at the Universed From THURS. Calalogues issued property of the TERMS OF SALE - AS CO.

Hongkong. 5th May 1898:

PUBLIC AUCTION THE Undersigned have received instrument

PUBLIC AUCTION. on Hoard at Noon the 9th May, 1898 H.M.S. "VICTOR EMANUEL." Longth between Persendiculars, 230 ft.

Eitreme Breadth, 50 ft. 5 ins.

Displacement, 5,157 Tons. Built of WOOD, COPPER SHEATHE and FASTENED. WOOD BEAMS. MAIN MAST is of IRON, REMAINS of PUMPS and PIPES in the Ship are generally of COPPER or BRASS. A List of fittings to be Sold with the Ship may be seen at the OFFICE of the NAVAY. STORE KEEPER and/or of the Augmoneurs.
There :- Cash before delivery and the clearance to be effected within Seven Days after

date of the Sale. A Lannch will leave MURRAY WHARF at 11 Am. and at 11.45 Lat. on the day of the Sale to convey intending Purchasers. Inspecting orders on be obtained from t

HUGHES & HOUGH, Auctioneers. Hongkong, 25th April, 1898.

GOVERNMENT NOTIFICATION.

THE following Portionlars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, on MONDAY, the 9th day of MAY, 1898, 3 P.M., are published for general information. By Command.

T. SERCOMBE SMITH, Acting Colonial Secretary. Colonial Secretary, Office, -Hongkong, 23rd April, 1898.

Particulars and Conditions of the Letting by Public Austion Sale, to be held on MONDAY, the 9th day of MAY, 1898, at 3 P.M. by Order of His Excel-lency the Officer Administering the Government, of One Lot of Orown Land, in the Colony of Hongkong, for a term of

PARTICULARS OF THE LOT. Boundary " loasurements. 1,484 (course) 100 100 100 100 10,000 40 1,000

GOVERNMENT BILLS.

FIENDERS for SPECIE, MEXICAN DOLLARS corrent in this Colony and weighing 71.7 in Exchange for Sterling Bills drawn et 10 days sight on the Lords Commissioners of Hen Majesty's Treasury, London, will be received by the Chief Pay mester, Army Pay Department, until 11 A.m. on MONDAY, the the inst.
The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bl should be drawn but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in scaled covers, addressed to the Chief Paymaster Army Pay Department, and endorsed TEN-

DERS FOR GOVERNMENT BILLS." The right to scoot or reject any or all the Tenders is reserved. E. H. GORGES, Colonel Chief Paymaster, China. Her Majesty's Tresury Office, ...

Hongkong, 4th Lay, 1898. THE LUCKY FIVE. Price 50 conta

Exposition of The Secret of the Mysterious Five." Conditionally to Supporters only. By a Mason Note Bene -- Freemacous should interest themselves in this is it is a most worthy subject and deserving of great attention. To be obteined at 9 Monason Hrm. Road, Hongkong. Hongkong, 25tl April, 1898. A NESS leaving Boughold desires ongage The Days of Auld Lang Syne, by Man-ment in Houghog Subjects: Thorough Larren English including good, Arithmetic, Mesneth, The Vintage by Banson Music. Drawing dementary Latin and Gorman

needlework, of all linds. Hydallent references. Address - Louis Town of the Penish A A DOM G. A. M. M. C. Cape of Biam Observer Office.

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. A N interim BONUS of Twenty per Cent. upon contributions for the year 1897 WARRANTS will to issued on the 6th May

By Order of the Board. N. J. EDE. Houghong, 21st April, 1898

THE YANGISZE INSURANCE ASSOCIA-TION, LIMITED.

NOTICE TO SHAREHOLDERS. DIVIDEND at the rate of Ten per cent. DIVIDENT STATE OF 19h per cent.

Deling Six Dollars per Share on the Paid up Capital of the above Association, has been declared PAVABLE at the CHARTERED BANK OF INDIA AUSTRALIT AND CHENA OF the HONGKONG AND SHARGMAL BANKING CORPORATION on and after this date to Shareholders on record on the 12th April, 1888. By Order of the Board of Directors.
W. S. JACKSON.

Shanghal, 22rd April, 1898.

THE GREEN ISLAND CEMENT CO.

ONOTICE is hereby given that under the wers conferred by the SPECIAL CONTROL on the Mi and 25th days of June, 1897, the Underof April, 1898, maken CALL of \$2.50 per Share ICE on account of the price of the new Shares, issued in pursuance of such resolution and a CALL of \$250 on account of the premium for each such Share and that such CALLS are PAYABLE at the OFFICE of the General Managers, No. 9, PRAYA, CENTRAL, Victoria, Hongkong on or before the 31st May, 1898. Upon payment of such calls and production of the certificates for the Shares, in respect of which the same are paid, a note of the payment will be indersed on the certificates.

> 1002] General Managers TEBRAU PLANTING COMPANY. LIMITED.

Dated the 2nd day of May, 1808.
SHEWAN, TONES & CO.

TOTICE is hereby given that the CALL of \$1.00 per Share on the Shares from-

10,501-10,700 12,686-13,185 17,386-17,485 10.801-11.000 14.886-14.785 11.061-11.085 15.286 15.385 11,286-12,285 15,786-16,485 H.M.S. "VICTOR EMANUEL." must be Pald, together with any interest that As she lies in Hongkong Harbour, with the trace have assumed thereon, to the Undersigned exception of Auchors, Mooring Gear, and Boats this Registered Offices of the COMPANY, 38. id 40 Queen's Road Central, Victoria, Longkong on or before the 20th May, 1898. And Notice is also given that in the event of the themony evencer of the Office of the above mentioned Shar at the Office of the Company aforesaid our before the said 20th May 1888; the Sharm respect of which the CALL has not been id will be libble to be

> JOHN D. HMPHREYS & SON. denoral Managers NOTIFICATION NO. 26 OF THE GOVERNMENT OF TAIWAN.

NOTICE TO MARINERS. GARANBE SOUTH CAPE) LIGHT HOUSE SOUTHER MMOST POINT OF DAIWAN (FORMOSA).

NOTICE is hereby given that lat order fixed red and white light of Garanbr South Cape, which has been discontinued pending the re-building of Eighthouse, will be reexhibited on and after the night of the 10th day of the 5th month of the 31st year of Meij (10th May, 1898) from Sunset to Suprise The position of the Lighthouse is approxi-mately in latitude 21 degrees 55 minutes north and in longitude 120 degrees 51 minutes east of Greenwich. The Lighthouse is built of from, circular in shape, painted white, and 59 feet high, from the base to the centre of the lanteru. The Light will be a fixed red and white light of the lat order, and will illuminate 277-degrees of the horizon. The Light will show white ray of 220 degrees from south 85 degrees east round to north to south 55 degrees west and rad ray.

of 57 degrees from south 85 degrees east to south 28 degrees east The Light between south 55 degrees west and south 861 degrees west being obsoured by the high land eastward of the Lighthouse will not he seen at the distance under lo nautical miles. when bearing south 55 degrees west and roceeding westward the Arc so extent gradual that becomes be seen clear of the land when bearing south 864 degrees west, and also between south 804 degrees east and south 28 degrees east, at the westward or north-western side of the south-west point, will be obscured by land. The bearings are magnetic and as observed from the seaward. The total elevation of the light above the ses will be 180 feet and its range of visibility in clear weather will be 20 nautical miles.
During thick or foggy weather a gan will be fired twice at intervals of three minutes when

vessels are making fog signal, approaching to the Lighthouse; and that will be repeated as before every 8 minutes when vessels still continue the same signal.
BARON KODAMAGENTARO, Governor of Taiwan.

Taipeh, 15th April, 1898. NOTICE TO AMERICAN CITIZENS.

A MERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which ESTED to RECISTER at this Consulate either personally or by certificate setting forth the date and place of birth and last residence in the United States. The advantages of registration are obvious and may prove of value in time of need.

There is no fee or charge for registration. EDWARD BEDLOE, U.S. CONSUL. United States Consulate, CANTON, China, 1st February, 1898. [493

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Rhodesia, by Du Toot My Novel, by Lord Lytton, 3 rols ... Paris, by Zola Life of Nelson, by Southey Tales of Trail and Town, by Breb Harte. In Shadow of the Pyramids, by Savage ... With But and Ball, by Giffen Healde the Bonnie, Brian Bush, by Mao-

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New Stock of French and Garman Novels QUEN'S BOAD, Under HONGRONG HOTEL [26]

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DRINK IT WITH TIFFIN, DINNER, AND SUPPER.

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SHAMEEN, CANTON. COOD ACCOMMODATION, Excellent Every CONVENIENCE for TOURISTS MADAR & FARMER, | T. F. da CRUZ. Proprietors.

Telegraphic address :- " VICTORIA." Canton, 10th December 1897. TONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

FIME TABLE. 7.30 s.m. to 10.30 a.m. ... Every quarter of an hou: 11.30 s.m. to 12.30 p.m. ... Every half hour. 12.80 p.m. to 2.30 p.m. ... Every quarter of an hour gate
3.30 p.m. to 8.00 p.m. ... Every quarter of an hour Mr. A. W. Brewin
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. Mr. & Mrs. G. K. to 11.15 p.m. every half hour.

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Constal Manager-

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Distillations of the Finest Scotch Whiskies STEMSSEN & Co. Hongkong.

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Coast Ports 4th May, General.-Douglas LAPRAIN & Co. May 5, MIN, British steamer, 1,987, Johnson, Bangkok 28th April, Rico - JARDINE, MATHESON & Co.

May 5, Ask, Danish steamer, 654. H. Hygom,
Haiphong and Hoihow 4th May, Rice and
General.—A. R. MARTY,
May 5, Aval. A. British str., 2,388, F. W. Langworthy, Saigon let May, Rice. DODWELL,

CARLILL & Co. . . May 5, HONGRONG, French str., 734, Bastian, Haiphong and Hoihow 4th May, Rice and General.—A. R. MARTY. May 5, WILHELMINA, Dutch str., 1,682, G. S. Bom, Cardiff 17th March, Patent Fuel,-SHEWAN, TOMES & Co. May 5, SHIRI MARY, Japanese str., 1,370, S. Nonaka, Mororan (Japan) 24th April, Coal.

-ORDER. May 5, R. R. THOMAS, Amr. ship, 1,281, E. D. Blanchard, Manila 23rd April, Hemp.— ORDER. ULEARANCES. AT THE HARROUR MASTER'S OFFICE. 5TH MAY.

German str., for Yokohama. Activ. Norw. str., for Hongay. Raifong, British str., for Tamsui. Myrmidon, British str., for Shanghai. Palinurus, British str.; for Yokohama. Lycemoon, Gorman str., for Shanghai. DEPARTURES. May 5, Anexa, German str., for Shanghai.

May 5, DAPHNE, German str., for Nagasaki. May 5, Halloone, British str., for Swatow. May 5, MORVEN, British str., for Rangoon. May 5 SABINE RICKMERS, British etc., for Bungkok.

May 5. ACTIV. Norw, str., for Hongay. May 5, BENLAWERS, British str., for Nagusaki. May 5, HORENZOLLER, Ger. str., for Y hama. May 5, KAIFONG, British str., for Tamani. May 5, EXERMOON, German str., for Shanghai, May 5, OCEANA, German str., for Yokohama. May 5, PREUSSEN, German str., for Shanghai.

Por Thales, from Coast Ports, Messrs. Orange and Figorado

Per Preussen, for Shanghai from Bremen. Mr. S. Windmuller, Mr. and Mrs. Hagemeyer, Mesars. Lapport, Carl Pichardt, and Manschauffsen: from Antworp, Mr. J. Halleaux; from Southampton, Mrs. W. H. Sonding, Mrs. L. C. Herbitt, Mrs. and Miss Freemann, Messre. Reay and Loder; from Genoa, Messrs. Wunsche, G. Toppe, H. J. Chance, G. C. Beard, Rose Febr., Goldmann, Ensinger, Groomsch, Marker, Lieut. Hoppe, Lieut. Tosling, Miss E. Reingert, Messrs. Westburg, Rappellioff, Pelzer, and G. Ricker; from Napies, Mr. and Mrs. Morsel, Miss Morsel, and Mr. Penzig; from Hongkong, Mrs. A. M. Sherwood, Mrs. E. Holliday, Messrs. C. H. B. Caldwell, A. C. Coppinger, H. Naphtaty, P. Pfeeffer, H. J. Wilsen Elias, E. Finger, R. H. Steward, Mr. and Mrs. Dubor Per Hohenzellern, for Yokohama from Genca, Mr. Bachr, Mr. and Mrs. Balizer and children, Mr. O. Lord; from Antwerp Miss G. Stormblick; from Hongkong, Mesas. W. Johnston, G. Gillson, H. A. D. Simpson Becker, E. Schul-

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TO MORROW. Auction Furniture, &c., at Sale Room, Mr Paul Brewitt, 2.30 p.m. Auction Curiosities, at Sale Room, Mr. G. P. Lammert, 2.30 p.m.

GOLD LEAF. THEONG HING, 117, BORHAM STRAND, Hongkong, has for Sale Gold Loaf guaranteed 100 touch. Lowest Rate. Hongkong, 1st March, 1898.

NOTICE.

AM now importing this well known Coal direct from the Mines in Japan. Intending purchasers are respectfully re-I

No. 86; Preys Central, Hongkong, 1st February, 1898.

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A Natural Loga Brat, Sperling Wine, of

This is a fine quality Wine of exceptionally good value. . . sol from Price \$14.25 per 1 dozen bottles.

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Price \$39.75 par 1 dozen bottler.

This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall

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child; for Nagasaki from Singapore, Miss H.

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Mr. J. H. Grimes Mr. B. Hann Miss Whiles Mr. Harry D. Hawks Lieut R. R. Eagnali Dr. & Mrs. S. G. Hill Wild, R.E.

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Hongkong, 15th March, 1898.

NOTICE TO COURESTONDENTS Correspondents were! forward their name and address ith communications addressed in the Editor, not or publication; but as relitance of good faithe Att letters for publication-should be written on one side of the paper calls.

No anony wordy symed communications that have already appeared in other papers will to inserted. Online for exide comes of DAILY PRESS should b sant before it come on they of publication. Aver that house the supplied for Cash Telegraphic Address Pices - A.B.C. Code Par Her, 20 Telephone So. 12.

On the 5th May, Estima Guarantee Legisland

HONGKONG, MAY 6th, 1898.

Tim languet given by the China Association to the new Governor of Hongkong was a notable function; in more senses than one. It is, if we remember rightly, the first occasion on which a newly appointed Cov-- nor of this colony has been honoured by the great and growingly influential Eastern British metropolis. The gathering on this -uccasion was due, doubtless, to the aircumstance that the affairs of the Par East are now of absorbing interest in the British political as well as the commercial world, and the demand lately put forward, and supported by the British Press, for the rectification of the boundaries of Hongkong. has drawn special attention to this present-British L'Itinia Thule in Eastern Asia. personality of some of those present. former Governor of Hengkong (Sir G. WILLIAM DES VUEUX) occupied the Chair. the last Governor of Hongking (Sir Will-LIAM ROBINSON) was there to support him, an ex-Governor of the Straits Settlements of Hongkong (Sir CECIL CLEMENTI SMITH) was present, and the newly appointed Governor (Sir HENNY BLAKE) was the guest of the evening. The gathering was a large and representative one, there having been apwards of one hundred and fifty members and friends of the Association at The festive bound, all of whom are deeply ! commerce and British possege in China. The tone of the speeches would seem to

have been very hopeful. The president, in proposing the teast of the evening, said that Sir Henry Blake assumes the office Governor of Hongkong under the most favourable auspices. In returning thanksfor the honour paid to him the guest of the her on the left car and left eye with a evening remarked that whatever might bottle, also striking bor in the chest with his betide he entertained the most profound belief that Great Britain would come out top, and that British interests would ever be paramount; (presumably in China), fixed \$15, and ordered to pay \$10 compensation. From those remarks, telegraphed by Reuter, it would really seem that strong hopes are entertained at home that the Government are negotiating, and will obtain, the rectification of the boundaries of Hongkong. The favourable auspices of which Sir WIL LIAM DES VŒUX spoke can hardly M. Kanh, the Consul at Hohow, had taken refor to the actual local conditions they must surely be sought for in vimproved prospects for the future. doubt the opening up of milways and mines in China, if carried out energetically, with foreign capital and under foreign supervi. Bayant, the Duquay-Trouin, and the Jean Bart sion, would have a pronounced and beneficial effect even in this Colony, more es. Surprise - Courrier d'Haiphong.

pecially if the right to make the line between Canton and Kowloon has been secured by British capitalists. So far nothing has been anthorneed to this offect, and in the absence of definite information it would not be safe to assume that a concession of the kind had been granted. We can only hope that Sir WILLIAM DES VIEUX, and Sir HENRY BLAKE had something more solid than either their wishes or convictions to go upon in expressing the opinions with which they are

eredited. So far we have received no information from a British or authoritative source indicating either that negotiations are actually suppress the proposed incressed tonnage dues, in progress or that any promise has been made by the Chinese Government in

the matter of the rectification of the frontier. The Japanese papers persist in asserting that the cession of the territory at the battle beyond the actual fact of the Spanish back of Kowloon has been agreed to by defeat. China, while a Tientsin native paper (the Kuo Wen Pao) asserts that the Chinese Government, have replied to the British Government to the effect that the matter will be considered so soon as the occupation of Kwongchauwan by the French is an accomplished fact. It is hardly likely that the British Government have actually made a convention on this subject as yet, or the main terms would have been sure to have

standing with the Tsungli Yamen, though we cannot credit that it is coupled with any said that in this case plaintiffs as ewners of the said that in this case plaintiffs as ewners of the steamer Kwangleo brought an action against the condition has that mentioned by the steamer Kwangleo brought an action against plaintiffs claiming good and sound reasons for the faith that is good and sound reasons for the faith that is in him. It would certainly be a sad failure to seize opportunty if Great Britain neglected at this juncture to press her claim for a necessary extension of her Kowloon frontier At that time the Kwangles was moored alongand the cession of the isles to the south of Hongkong. The territory sought is of little real value, as it consists almost entirely of barren hills, but the Colony may before long require a further supply of fresh water, and she is certain to need a

effort to obtain, because without it we are almost at the mercy of an invader and in case of attack would have to trust mainly to the Fleet for the protection of the port. H.M.S. Rainbow leaves Hongkong for Eng-

little room for reasonable expansion. It is

There were 39 cases of plague reported The Austrian Lloyd's steamer Trieste left

Kobo, via Moji, for this port yesterday afternoon The steamer Suisang, from Calcutta and Straits, left Singapore for this port yesterday morning at 11 a.m.

The N.P. Company's steamer Braemar sailed from Portland, Or., on the 3rd inst. for Japan

The N. P. Company's steamer Olympia has arrived at Yokohama from Tacoma and sails for Kobe and Japan to-day.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funde of the Hospitals :- Wassiamul Assomuil, \$25.

The C. P. steamer Empress of Lettia, arrived at Kobe at 6 am. on Wednesday, the 4th instant, and left again at noon of same day for Yokohama, where she was expected to arrive at ll a.m. to-day.

The mortality statistics for the wook ended April 16th showed the death rate per 1,000 per aumum to be 39.2, against 31.7 for the previous week and 14.5 for the corresponding week last year. The returns for the week ended April

the corresponding week last year. The Band of the King's Own Regiment wi play the following programme at the Officers Mess this ovening, commencing at 8 p.m. :-Overture "Fidelie" Beethoven Percetion" Reminiscences of Mozart" Arr. F. Godfrey

Valse "Bien Aimes" Woldtsuf Intermega from "Cavalleria Rusticana" Mascaga Selection "Linda Di Chamouni" Donisetti Valse "Ehren on The Rhiac" ... Hutchison God save the Queen.

No details are yet to hand of the naval vic tory gained by the Americans at Manila. It was fully anticipated that the vessel containing Admiral Dewey's despatches would arrive in the lumbour vestorday, and from early in the liody which has its headquarters in the morning until late in the evening a sharp lookout was kept for her. In the meantime the public at home and in the United States are getting almost frantie at the delay. By the way, the two American sailing ships which were lying in Manila harbour when Mr. O. F Williams, the American Consul, left the Philippines have purived in Hongkong. The Great sidmiral arrived on Wednesday and the R. R. Thomas yesterday morning.

The Haiphoug Chamber of Commerce at meeting held on the 15th April had under consideration the new transit pass rules, and the following resolution was adopted :- In view of The gathering was notable, too, from the the advantages resulting to foreign trade from the opening of the West Hirer-nt present as far as Wuchow and shortly throughout its whole length-and from the facilities afforded by the new interpretation of the transit pass system in Kwangsi, the Chamber of Commerce requests that the carnest altention of the Government may be given to this question, of such great interest to the commercial future of the Colony, and would arge it to promote by and some time Acting Colonial Secretary all means in its power the establishment of commercial transactions between the two countries by according to goods in transit through Tonkin, in addition to all facilities, preferential railway rates, and to purchase in the important markets of Kwangsi part of the supply of opinm necessary for the requirements

A sub-continue named In Kwong Tsui appearance the Magistracy yesterday to answer appearance of assault preferred against him interested in the maintenance of zurish by Com Lin, a nurried woman. Complainant said that on Wednesday evening she went to defendant, who owed her \$22 or \$23 for carrying earth for him, and asked him for a small thomas, It was not for her labour alone. bonarines she employed ten men, whom she paid out of her own packet. When she asked him for some money defendant said be had note for her, and began using bad language to her. Upon her asking him what he meant by using bad language to her he struck cleuched first. Another woman corroborated, Two witnesses who were called for the defence gave an entirely different version. Commander Hustings, however, did not believe them, and fined them each \$5 for lying. Defendant was

> HOISTING OF THE FRENCH FLAG AT KWANGCHAUWAN.

Haiphong, 28th April. The Hay of Kwangehauwan was officially occupied on the 22nd April. It was the Pascal, of the For Eastern squadron-on board which passage-that performed the formality. A flagsieff was erected on an ancient fort and the evidence entirely at variance with the ovidence French flag hoisted, the ship's band playing and the crew cheering. The absence of the Chinese authorities was remarked, but there Pass the second officer was in charge. The captain was a considerable crowd of natives present. We expect to hear in a few days that the have anchored in the new French bay, where, in there was a current eastward of about a He also was soutpaced to twelve weeks hard addition to the Pascal, there is already the

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."] LONDON, 3rd May, 1898. THE UNITED STATES FINANCES. The United States Treasury estimates that the war will increase the expenditure completely exhausting the currency in the trea. On account of this Congress has been asked to immediately authorise an issue of bonds.

THE STATE OF MADRID. Martial law has been proclaimed in Madrid. THE PROPOSED INCREASE OF TONNAGE DUES BY THE UNITED STATES. The Committee of the Senate has decided

THE RECENT FIGHTING AT MANILA No details have been received of the Manil

SUPREME COURT.

IN ADMIRALTY JURISDICTION. BEFORE SIR JOHN CARRINGTON (CHIEF

JUSTICE) WITH COMMANDERS HASTINGS AND HENDERSON AS ASSESSORS.

5th May

THE COLLISION BETWEEN THE "KWANGLEE" AND THE " POWAN" .- JUDGMENT.

on the starboard bow. Considerable damage was done to the Kwangles by the collision. to blame for this collision, and the general

not much to ask for, but it is worth an thought, was broken, and other damage done, a best being damaged when the Powan came forward again after having backed. The wharf was also bent out of the straight beet mont won a considerable distance and much damaged. The mooring rods were also to some extent broken. On her side the Powan also sustained some damage on her starboard bow, where she had struck | st the Kwanglee. The night was dark but dear, usus There was a little wind from the north party and there was a current setting eastward the as going at the rate of about a knot an say eac hour, Under these circumstances each side There wou said the other vassel was entirely to blame for the collision, and it became necessary to consider how far the facts supported them in their respective contentions. He would take the case of the Kwanglee first. The Kwanglee was moored alongside her wharf. It was not disputed that, she had not been accustomed to be moored there from time to time when she was. in the harbour at Hongkong. It was in evidence also that some of plaintiffs' vessels were great

longer than the Kwanglee, and it was said that they lay alongside in the same manner. She was carrying that night an anchor light or a riding light in her fore-stays, complying with the regulations relating to lights of that kind, and there was no doubt on that point, Further there were lights reflected from the docks on the starboard side through the tween decks, but these lights ended a distance of some 32 feet or thereaberts from the stern and tail-rail. Some 35 feet of the versel was prejecting beyond the extremity of the China Merchants' Wharf and into the fairway. Ble carried no stern light. This being ber position, it was said in evidence that there were two quartermasters on watch that night, and then was no pretence that they were not keeping proper look-out. One of them said he made out the Powan at some little distance away to the west coming up, but he did not of course thick at first that she was going to come into thought there was a danger of such /a collision

he went and called the chief officer, who atonce

jumped out of his berth. He had hardly jumped out before the shock of the collision came, and staif walked by the side of the coffin and the therefore he and the other officers could not give Sisters immediately behind, followed by memmuch evidence as to the circumstances preceding the collision. It was admitted that the Kuangles had no stern light, and the point arose as to whether she should have carried one under the circumstances. The regulations for the prevention of collisions at sea, which came into force on the first of July, 1897, were. relied upon by defendants. By article 11 of these regulations it was provided that a vessel of 150 feet or upwards in length, and the Kwangles was some 286 feet in length, when at anchor should carry in her forward part at a height of not less than 20 feet and not exceeding 40 fest above the hull one side light-a white light in a lantern which could be seen at a distance of at least one mileand that she should carry in the stern of the hers of the Hospital staff. vessel, at such a height that it should not be less than 15 feet lower than the forward light, another such light. This provision was a new one and did not seem to have been contained in previous regulations relating to this subject. It was clear that the contention of the defendants was well founded, if the Kwanglee was governed by these provisions, that she did not comply with this provision. It was a matter of law for the Court to determine whether she was bound by that provision. ()n the part of plaintiff it was contended that she was not bound by these regulations on that point, but that there were certain harbour regarations made by the Legislative Council of this colony which applied to the case, with a reservation to which he would presently refer. These provisions were contained in section 27. sub-section 2, of the Merchants' Shipping Consolidation Ordinance, 1891, of this colony, and he was of opinion that in this case the Kwanglee was not governed by article 11 of regulations for the prevention of collisions at wear, but by section 27, sub-section 2, of the Morchants' Ship.

ping Consolidation Admance, 1891. being so it followed that on the night in onestion awanglee complied with statatory equirements. That, however, did not entirely dispose of the question as to whether or not she was to blame in any way for this collision. In the regulations for the prevention of collisions at sea there was an article which had a bearing upon this point, which article said that if any master or erew neglocked to keep a proper look-out or norketed any precaution required by the ordinary practice of seamon he should be liable. He considered that this article applied to the K manylor in the present case. Her stern was projecting a distance of from 30 to 40 feet, beyond the end of the wharf into the fairway. It was not alleged on the other side that she could have drawn her bows nearer up to the wall, but still the fact remained that she projected into the

fairway some35 feet, and the wholeof that length was unlighted. His assessors thought that under those circumtances it was neglect of a precaution required by the ordinary practice of seamen and that that neglect contributed to the collision. The effect of this finding was that the Kwanglee was to blume for this collision. It would be necessary to consider that case of the Powan before settling whether the him, and he thought that was quite right. Kwanglee was solely to blame or only partly to the facts as put forward for the defence were in I was why he refused. As to striking the captain some ways not altogether satisfactory. Her do- The was very drunk and knew nothing about it fence was founded to a great extent on the con- alle knew nothing foout the ventilator either. tention that she was subarrassed in her course (There was a row in the focisio and he chucked was a police launch. With regard to that the knew no more. officer in charge of the launch on that night, apparently the only kunch which could have fusing duty. been intended as far as one could make out, gave given on behalf of the defence. The case for the Powan was this: After leaving the Capsaimun said he came on to the bridge, her position then being abreast of Green Island. The vessel was then going about six knots, and

line of junks opposite Chun Merchants' Wharf | on the north side of the fairway he port starboarded the helm, swinging round to come up in the channel of the southern fairway. He immediately made out a steam lambel in the Properties Commission: midst of the channel going, he thought he said,

by on seeing this steam launch he thought he witnesses :-\$59,000,000 for the next two months, thereby could not get into the fairway, and so he stendied his helm and shortly after he ported Health; The Honourable F. A. Cooper, Director, his helm. That of course would take him of Public Works; Mr. W. Danby, Mr. R. K. further into the land and more towards the Leigh, and Mr. C. Palmer, architects and civi China Merchants' Wharf: He said that at that time the launch lind shown her green light and her white light. Shortly after the launch turned round and showed her red light, and he at the sometime apparently found he was getting on to the vessel lying along side the China Merchants' Wharf. He put his belin hard a starboard, and at the same time or immedi-

ately afterwards gove the order to go full speed astern. That order, it was said, was obeyed at once. It appeared in evidence that the order to i reverse and go fall spedt astern was given colony and we have had before us and carefully about 20 seconds before the collision. The chief engineer said it tok about ton seconds to get the engines to go tern, so that a matter of some 20 seconds only clapsed between the going astern and the collision. The first officer said he went forward about 15 seconds before Health. the collision and he admitted that at that time the collision was inovitable. The Powan struck the Kwangles dathe manner he had already mentioned. With these lacts before them the untit for human habitation. The back portions assessors advised him in the following wayfirst that having regard to the character of the dark, ill ventilated, extremely dirty, and in some night and her (Powali) filure to see her lead cases mere dens of filth. The interior of the chants' Wharf, she ough on approaching the their contents could be seen only by the aid of end of the southern fairwy to have gone half on artificial light. speed. Secondly, that on he assumption that the Wo wish to call particular attention to the tabu-

damages in respect of the same collision. The warning note was blown with my whistle. general circumstances relating to the collision Fourthly, that when see ported her elin she factory state. of affairs exists. The Medical were not in dispute. It appeared that it took must, have known that the manonved would Officer of Health in his Annual Report for place on the early morning of the 25th of bring her on to the China Merchants' What was that 3,095 houses in the said dis-January last, a few minutes past one o'clock. thereaboute and she mught therefore at the triots represent 8,700 separate dwellings and same time to have stopped and reversed embrace a population of about seventy-two side the China Merchants Wharf, which was the Fifthly, that generally the vessel was not thousand inhabitants. wharf belonging to plaintiffs. The Powan was in envigated with seamantike skill. The assessors for the resumption of any large proportion of going to Hongkong from Canton, and in ca. were both of opinion that there was a good for the resumption of any large proportion of regarded herself was a few feet from her stern contributed to the confision. The result of those findings was the the Powan also was necessary where properties are so divided and

> that both sides ed for plaintiffs for the of their damages in res.] an appriry to assess the damages.

> > MISS IRELAND.

epest grief that the comlay morning of the death r Gertrade), but not with was known that she was and that her case was a diss Iroland assisted in

a lady of a sweet and and a favourite with all

collision with the Kwangles. As soon as he of veyed to East Point by launch and from there Doctors Atkinson, Bell, and Lowson, and Mr. Browne and other members of the Hospital bers of the Police Force, many of them carrying wreaths and crosses. At the Monument the procession was joined by a large number of officials, personal friends, and members of the general community anxious to show respect to one who met her death in the cause of duty Amongst those present were His Honour Sir John Carrington, Chief Justice; Hon. T. Bercombe Smith, Acting Colonial Secretary Hon, R. Murray Rumsey, Hon, E. H. May, and Hon, R. D. Ormsby. In the cometery number of ladies had assembled to attend the service, which was read by the Rev. E. F. Cobbold At the close of the services a great number of wreaths and crosses were deposited on the grave by the Chinese and Indian mem-

LIVELY DOINGS ON A BRITISH STEAMER

At the Harbour Office yesterday, before the Hon, R. M. Romsey, three German firemen named C. Rierk, O. Schubert and A. Goltz were charged by Captain F. McNair of the duty, damoging ship's property, and assault.

Captains McNair said that the men skipped at Rottordam last year for two yours. On voyage from Rangeon to Kobe in March List the chief engineer ordered them to get some ashes up and they refused to do so. They were taken before the centain and again refused Later on in the day the ashes were got up, and one of the defendants carelessly lot an ash shoot full overboard. At Kobe one night the firemen and sailors came on board drunk and made a disturbance. They rushed the bridge while can plainent was undressing. He saw one man lying on the deck and the others were simply mad drunk. tried to barst in the saloon door and also break the saloon windows with a piece of wood They threw a chair, a table and a flower stand with six plants overboard. This conduct was kept up till after midnight. He identified the defendants as taking part in the row. Schubort was lying on the deck and witness went to see what was the matter with him. He then jumped up and struck witness. The defordants also unshipped a centilator and threw itoverboard, Goltz, was the ring leader, and refused duty besides losing the ash shoot. - He led the row at Kobs and in throwing the furniture overboard. This was the first British part he had called at after leaving Kobe, and the ship sailed the day after the row, The Consul thore told him to bring the case at the next British +

Goltz said it was not his duty to get up the asles of the dankey boiler and he refused. He owned up to the row in Kobe, It was true he took part in throwing the property everboard and he abused the officers because they abused

Schubert conteded that removing the blame. With regard to the case of the Powan, donkey boiler ashes was not his work and that' by the manœavres of a saunch which apparently I the bos'n out. Then somebody hit him and he

Riork received a month's hard labour for re-

Schubert was brilered to forfeit £1 10s from his wages, as half the value of the ventilator; to suffer fourteerdays' hard labour for refusing duty and at the expiration of that term to do twelve weeks for assaulting the captain.

Goltz was also ordered to foreit £1 10s. and go to prison for fearteen days, for refusing duty. knot. He said that when he got some labour for throwing the ship's property over-1,200 feet from the westernmost junk of the board,

THE INSANITARY PROPERTIES COMMISSION.

The following is the report of the Insatitury 1. - We met on the 6th August, 1896, and in a south-western course towards the direction 12th Fishmary, 3lst March, 29th April and of the China Merchants' Wharf. He said that 5th June, 1897, and examined the following

> Dr. Francis W. Clark, Medical Officer engineers practising in the colony. 2 .- In order to report on the details set forth in the Commission, insunitary buildings have been classified as follows :---

(a) Back-to-back houses. (b) Houses fronting on narrow lauce. (c) Houses with insufficient open space in the

(b) Houses abutting on the hill-side. 3. We have personally inspected 19 houses in eleven different streets and lanes in the considered certain reports and statements (Appendices Nos. 7, 0, and 12) compiled for our information by the Honourable Francis A Cooper, late Director of Public Works, and Dr. Francis W. Clark, Medical Officer

4.-We regret to have to report that there are many insanitary properties in the colony, and dwellings which, in their present condition, aro of a number of the houses visited by us are ing mark in making the harbour, namely, the cubicles or sub-livisions of the living rooms green light at the and of the China Mer was such that in the great majority of eases

Issuech was present and manoavring in the way lated statement of the Medical Officer of Health stated by the defent of Powen was in error (Appendix No. 12) in which he states that in the

going to mongkong from Canton, and in call deal of want of decision, of want of pro-deavouring to get into the fairway she struck deal of want of decision, of want of pro-the Kwangles some 12 feet from her taff-mil per discipline, displayed by the officers of ments we are about to recommend will, in our on the starboard port. The point of impact as the Powan. Sixthly, that these circumstances opinion, render by far the greater number of sub-divided that it would be difficult or impos-Some plates were broken, the stern post, he result therefore of the state was that the sible to get the several owners to agree on any assessors thought, and se concurred with them, combined plan for the improvement of the blame in respect of this dwellings, or where the lots of land are so herefore, would be judg - small and the buildings on them of such dimensions that to make the needful improvements in them as they stand would leave d that on the counter the existing houses more or less useless ants recover a moisty of the damages all practical purposes. Mr. Leigh, in the Poicon. There would be the evidence, calls attention to such properties. as to costs in these cases—that each | Hillier Street, &c. Should resumption become bear its own costs. In regard to incoessary in any of the cases indicated, the areas he thought it would be proper to affected will probably be small, and the expendiy should bear half the costs. ture required could, no doubt, be easily met out of ordinary revenue. We have to recommend that the Ordinance enabling the Government to resume insanitary proporties should be amended in thesense of the Housing of the Working Classes Act, 1890, in force in England so as to allow of deductions being made on account of illegal routs, insanitary conditions, &c., &c., when assessing compensation. Any such resumptions as may be necessary, and some will be, if the colony is to be put in a thoroughly sanitary condition, can be carried out so that there will be no ned for any extensive removals of the inhabitants, and therefore the question of

> buildings arise from want the adequate light and popularity these concerts have met with in ter the doctor remarked that if a dollar be ventilation. 6.—Where those houses I we each a greater cotal depth than 26 feet from front to back one-request.
>
> clf of the entire space in arrange between insertion faithfully. the back of the premises con each floor should be open to the sky; severa penalties should be inflicted on any one closing or allowing said

space to be closed and the Magistrate should meral took place yesterday afternoon have full power to order the prompt removal of Where in back-to-back houses over 26 feet it was carried by members of the Police Force. Lepth there is now no space between the principal rooms and the enclosing walls of the premises the land-owner should be compelled by law to so after the construction of his house as to provide for an open space at the back of not less than 40 square feet.

Wherever there is now, or wherever there to be constructed under the recommedations contained herein, an open space at the back any house, a window not less than one-thirtieth of the floor area must be opened into it from the back of the main room, These regulations should not apply to houses situate at the corner of two main streets, and

adequately lighted from two sides. Class B .- Houses fronting on narrow lanes. 7.-In houses fronting streets less than feet in width, no cubicles should be allowed on the ground floors.

Class C .- Howes with insufficient open spare in the rear. 8.—One half of the entire space intervening between the principal rooms and the enclosing walls at the back of the premises on each floor should be open to the sky, such space not to be less than forty square feet in any case. Class D.-Houses abutting on the hill-side 9.—One half of the entire space justirvening

between the principal rooms and the hill-side against which the premises abut should be open to the sky, suchispace not to be less than forty square feet in any caso. 10 .- We are of opinion that the provisions of Section 9 of Ordinance No. 15 of 1894 are heart. Reitish stonmer Queen Adelande, with refusing Luffleient for the purposes of abating over-

11,-We'gre of opinion that immediate effect should be given to these recommendations by its torrors; and that the sense of security to

12.-We consider that no cubicles should, in future, be permitted on any floor in any dwell ing that has not a window or windows opening directly into the external air of a total area of not less this one-tenth of the floor space. 13.—In his examination the Medical Officer of Health referred to the question of cubicles and suggested their reduction from the presout height of eight feet to six feet, but in this he is not supported by the other witnesses, the local architects being averse. any change as the present height was decided abon so recently as 1894. We, however, recommend that no cubicles of a greater height than seven feet, unless the height of the room exceeds thirteen feet, be permitted to be erected or re-erected hereafter in any domestic dwelling. 14.- We recommend that owners of private structs and lines berequired at their own expense to surface, channol, and light such streets and lanes, and to maintain them in a sanitary con-

the questions referred for our consideration in | With regard to some defects, there is no need the order set forth in the Commission. We are of opinion-(i) That it is unnecessary for the Government

and improve them and re-sell them:

resumption need be provided. (iii) The said properties should be improved in the manner suggested in this report, and should be carried out by the owners at their transport service. own cost, failing which they should be carried out by the Government, and the owners called upon to refund the cost.

due inconvenience to such occupants.

will be extremely rare,

recommendations we would beg a careful re- matter of fact prose. forence to the following roports in which the argent attention of the Government has been a for many years and its again carnestly directed g to the great depth of the bulk of the Chinese houses as compared to their width. Chinese houses as compared the their width. The want of open great with their width. The want of open great with the rear thorough the lighting and ventilation of the consequent with the lighting and ventilation of the consequent with the prospect should the enemy's march not be prospect should the enemy's march not be interrupted, and the horrors of war brought will be without its head! How fearful the anxiety for news of him! How fearful the prospect should the enemy's march not be interrupted, and the horrors of war brought. wick's reports of 1882 and ISVO and to the theis

particularly paras. 149 254. Mr. Chadwick extr. Who can depict her terrible agitation as she ports dated lst July, 1890.

(iii) The report of the Permanent Committee Edwards her utter desolation as she reads there

Hongkong, 1st March, 1895.

(vi) The report of the Medical Officer of the wounded.—WILLIAM DE QUEUX Health for the year 1896; and

(vii) The tabulated statement of the Medical Officer of Health, which shows that no more than about 18 per cent. of the Chinese dwelling in FIE VALUE OF AFRICAN WIVE the City of Vioscoria con be regarded as sirly good sauidary condition C. P. CHATER. T. JACKSO

T. H. W Note Para 7.—In houses & should be allowered

required window ar

We also desire to add 17.—Upon mature cons lightfor we strongly after marriage." The "dignity of labour" is command that the fart exerction of dwel- so noble a thing that one cannot but admire the ling houses of a greater continuous than 30 feet, complete self abnogation of the polygamous which cannot be ventiled claimed lighted on each Pondos in leaving it all to the females. And should be absolutely probabited and such ventila- upon their spirits. "They are as happy as the the area occur

CORRESPONDENCE.

do not hold ourselves responsible for the MUSIC IN THE GARDENS.

Hongkong, 5th May, 1898.

HOW A WAR WOULD AFFECT WUMEN.

within a week swarm with an enemy. that now does duty for truth. By so doing I, In his "Soldier's Pocket-book for Field Ser. of course, incur the enunity of these who bow vice, 1882," Lord Wolsely said :-- "Twenty-four the knee to Mumbo Jumbo; but many a broad. haus of calm weather would now enable an minded and eminent leader of science is enemy to throw ashore or our coasts an army. amply large enough to destroy any military force we could oppose to him, and to secure messession of London." Such an expression of opinion is not to be lightly viewed. It brings the prospects and horrors of war home to every In order to understand how war would affect

women, it is necessary to realise how gravely nossible it is that they may need protection from which we have been educated has little real foundation. The opinion of Lord Wolsely is shared by other eminent military men. Lord Roberts, writing to me, said: "L'entirely concur with you in thinking that it is most desira Mexican dollar. All he has to do is to place it ble to bring home to the British public in every in an apparatus which will prevent expansion or possible way the dangers to which the nation erposed." Our army is numerically weak but the customary rejoinder to any such remark is. "But look at the navy!" It is a fine defeasive force, without doubt; and the additions to be made will render it even more splendid and defend our commerce, and our food and cost originally contained." supply. Once an enemy is able to evade the fleet, and land its armies upon our shores, the may will be no help at all. With the enemy at our doors what should we do? As I have already pointed out on many occasions, our Home Defence scheme is a most elaborate paper problem; but as our forces have never been mobilised, its many glaring defects must remain unremedied until our highways 15 .- In conclusion, we now deal seriation with | cohe to the tramp of a myriad-footed enemy.

16.—In support of the necessity for the above | deep in water, that war becomes for him terrible, But what of woman? There is no such exeitement for her. Rich or poor, as children gather round her, clinging to her skirts, her heart sinks within her. At best, what is she to home to their very hearth! This is one aspect. of how war affects women; and it is unnecessary wick's reports of 1887 and 120 max.

and drawings contained in the former.

(i) The Colonial Surgeon's reports mated to emphasise it. Every woman can realise its to emphasise it. Every woman can realis printed 25th August, 1881.

(ii) Mr. Osbort Chadwick s report on the Sant Caick, maybe, both of them, for want of protary Condition of Houghting presented to both the nourishment—wondering how it fares with Houses of Parliament An August, 1882, more train, who is away, fighting for his country?

(iii) The report of the Permanent Committee the ing the Shiptary Board dated 29th June; 1822 the ing the Chinese dated Hongkong, 28th July ing the Chinese dated Hongkong in the Crimea, when the news facility days of the Crimea, when the news facilit in the Woman at Home.

> The of the problems of civilized man is how live with a wife. The question that worries Pondo (say South Africa) is how to get ing with only one. Monogamy is to him a podition of abject poverty. When, however, can afford the luxury of three or four wives, s is fairly assured of success in life, and with alf a dozen or a dozen he is rolling in wealth. The explanation of this paradox is simple. Whereas civilized mun is expected to support his wife, the Pondo leaves to his women folk the privilege of supporting him. This shows that a savage is not necessarily a fool. Mr. James O'Haire, missionary of the Cutholi-Church in Umtata, explains the working of the system in a lotter. "Polygamy," says he, "is the very life's support of the Pondos; the number of wives a man hus settles the question as to his previous wealth, for each wife was benght, and for her he must have paid her father from eight to thirts exen; and now his wealth may be est by the number of wives and children, the whole offair may be shaply desor cubicles astural human farming. Each daugh shall be worth, say, ten oxon; if she is well built slow the pretty, she may sell for forty; then, too, the the sons work in the care of cattle, for the whole the floor of the Kaffir property consists in cattle. The wives work, and so do the daughters. But the bead of the family, the man, works no more back a well as from the front, vet the absence of work does not seem to pray d by means of an open space, day is long; they all smoke to bacco and drink these than one-eighth of beer, and eat mealies and beef, or the flosh of wild birds. They sloop a great deal, then rise T. H. WHITEHEAD, and laugh and sing and dance, and play and work a little, and are without a solitary care without sadness or serrow."

HOW TO MAKE GOLD. SOME EXPERIMENTS OF A MODERN

. A few weeks ago a brief account was given of the transmutation of silver into gold experiments of Dr. Stephen H. Emmens, of New York. "I have received from Dr. Emmens a THE EDITOR OF THE "DAILY PRESS," letter" (says the New York correspondent of We are of opinion, as to the great majority of person it a great favour if Col. Rowlandson he has received a communication from a very insanitary dwellings, that they can be rendered betterm it a great favour if Col. Rowlandson he has received a communication from a very insanitary dwellings, that they can be rendered and the Officers of the Lancaster Regiment eminent Fellow of the Royal Society, information and fit for habitation by the fould kindly allow their Band to give a fort. ing him that he had performed the crucial enforcements of the land performed the crucial in a letter from Ur. enforcement of the following recommend highly performance at night at the Public experiment suggested in a letter from Dr. dations, as the principal defects in existing Gardens during the summer months. The Emmens to Sir William Crockes. In this letter from buildings again from wants defects in existing Gardens during the summer months. The recent years when other regiments were treated in a certain way (by pressure etc.), a. stationed here and my love of music must small quantity of gold would be produced The serve as an excuse for putting forward the chemist in question informs Dr. Emmens that request. Thanking you in advance for the he has found, by analyzing a Mexican dollar insertion of these. Thes, Tremain, yours before and after treatment, that the percentage of gold in it was decidedly sugmented by the treatment. The gold contained in the dollar. after forty hours of intense cold and continued hammering, was found to be 20.9 per cent. more than the quantity of gold contained in

the same dollar before the test. NOT FOR VULGAR COMMERCIAL PROFIT. "In a letter to 'Science,' the Doctor states During the talk of war and the preparations that he dees not claim, and has never claimed, back for war that have been going on during the to make gold in the alchemical sense of the past fow months, we have heard nothing and term. 'I do not profess,' he says, 'to have read nothing except from the point of view of shown how gold, or its simulacrum, may be men. No thought has been given to how a war produced at a commercial profit. I have, howwould affect women. And yet a moment's re- ever given every chemist and physicist the flection will reveal this t women are the chief opportunity, if desired, of investigating the sufferers from war. They do not nowadays, it fundamental portion of my work. The necesis true, idon the war-paint, carry the cognac- sary instructions for the requisite experiment keg, or shoulder the ride and go forth to best have been widely published. The gold-producing of drum to protect their own firesides. At all work in our Argentaurum Laboratory is a events, not in civilised countries. In Dahomey, case of sheer Manmon-seeking. It is not. two years ago, General Bodds, at the head of being carried on for the sake of science the French army, had to moe the dusky female or in a proselytizing spirit. No disciples warriors of the sable monirch; but the trend of are desired and no believers are asked for current events is not towards making women I do. however, profess to be utilizing the part of the vest fighting machine that must greatest power the world has ever witnessed (of sooner or later come into condict with the which I alone have control) for the good of fighting machines of other countries, which science at large. In addition to various pro assuming such awe-inspiring proportions. physical rescorches of great interest and im-How soon that may come about it is im portance now being presecuted in the Argenpossible to suy. It may be precipitated at taurum Laboratory, I am aiding students of any moment. Our own shores, which we nature in all parts of the world to observe and have been taught to consider inviolable, might collect facts in rectification of much hypothesis,

> sympathetic 'encorragement.' HOW IT IS DONE. "What is this 'greatest power' which Dr. Emmens has at his command? Turning to his pamphlet 'Arenna Natures,' we find that by means of the Emmens Force engine pressure exceeding 500 tens to the square mich may be readily produced. This cortainly sounds an astounding power. In other words, it means a column of water 400 miles high (!), or cast-iron forty miles high, or about 10,000 engines of 100 horse-power each, all working on the same point, Yet, even without such an engine a chemist can -so says the Dector-produce gold from a flow. Then he must subject it to heavy, rapid, and continuous beatings under conditions of cold such as to provent even a temporary rise of temperature when the blows are struck. If he test the material from hour to hour he will at length find more than the trace (less than one

corresponding with me in terms of amity and

SPORT AND ANECDOTE BY AN OLD FOGEY.

A RUGBY UNION ENTHUBIAGE. In these days a Rugby Union enthusiast is worth a great deal to this particular organisa. tion, for to my way of thinking it is almost im. to wait for any such disastrous contingency. possible to over-estimate the value of the labours We do not want to hear the roll of the foreign performed by the faithful followers of Mr. G. drum to realise that six thousand of our cavalry. Rowland Hill. For some considerable time to resume insanitary properties generally, men have no horses, and are therefore hors do now the Rev. F. Marshall has been wielding combat before fighting commences. Nor is it his facile pen with vigour on behelf of the (ii) It being unnecessary to resume insanitary necessary to wait until the enemy's machine. Union, and one would fain hape that the effects properties generally, no means for their guns are trained upon us to discover that our will be as beneficial and as lasting as his words Volunteers—our enthusiastic citizen soldiers— have been plain and outspoken. It is not, how. the men "who brought the freeman's arms to ever, to Mr. Marshall-"t' sportin' parson, as ail the freeman's cause"-are without any the Tykes sometimes fondly dub him-that this opening paragraph is to be devoted, Grant then that war is possible, what would but to an old time international, who twenty happen? An invasion, if it comes, will come years ago made his first appearance for swiftly, and without warning. Try to realise England at Dublin, upon which occasion (iv) It is not necessary to provide means for what would occur. The first intimation would the Irish fifteen were beaten by two goals housing the occupants of any dwellings be the strident cries of the newspaper boys with and a try. Although a score of years have pending improvements, as such improve- their Extry speshuls. Declaration of war rolled by since he went into the scrummage ments could be carried out without any un- agolast Eugland," "Bombardment of our shores on behalf of his country, the figure of Arthur immiment.' Imagine the feverish excitement in Budd is as familiar on the football fields to-day (v) As the improvements will be carried out | the streets, the constornation in the homes. The | to the majority of the followers of the game as at the cost of the owners of the properties, man would read the news with quickened pulse; anyone I know. In his day Mr. Budd, has no capital will be required for resumption a feeling of resentment would animate his whole occupied the presidential chair of the Union, a and improvements except in those cases | being; he would want to run out and enrol him. | position for which his long and distinguished where the making of such improvements | self-under some flag; ways kisses to his family, services fully entitled him. A good many things may result in absorbing so much of the shoulder his rifle, and moreh off to the beat of have happened, as the phrase goes, since he donland as to leave the remainder so small or the dom to glory. There is much poetry and ned the English jersey whilst a member of the of such a form as to yield but poor return | picturesqueness in war from this point of ries. famous Blackbeath club, and I am not altogether to the owner. In such cases it may become | and the man on his first enlistment under the sure that they have happened for the better, so necessary for the Crown to resume; but flag of his country realism it all. It is not un far as the Rugby game is concerned. To-day, such cases we are informed, on the til be has fed on scanty rations till he has mar. however, we have perforce to take mutters. We authority of the Director of Public Works, ched himself footsore through dust and mud, till find them, and not as the high priests of amnhe lies for hours together in deep trenches knee. tourism would have them. And it is on behalf

The state of the s

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A NOTABLE CAREER, up too frequently nowadays as export criticism; on the whole Well, the and "red hot" nows, the breezy outspekenness that concerns the olub in numeriations exclusively, for in those days football at Cambridge did not occupy the place it. does now. He quickly gained a place in his college boat, and in due course held the position of first boat captain. In 1875, after taking his degree, he returned to Olifton, and for a time promision of I thought the monagement assisted the town club. Upon the death of his fathor, he migrated to London in the following year, and commenced studying law. His first club in the . Metropolitan district was the Ravenscourt Park F.C., but upon this organisation being dissolved he transferred his services to Blackheath, for which blub he did long and honourable service. It was whilst connected with this famous team that he gained his first

A TRIBUTE FROM A. G. GUILLEMARD. Before calling attention to a few other notof hon secretary to the Rughy Union with great distinction ore Mr. G. Rowland Hill took up his pen on its behalf. Of Mr. Badd the old Union secretary has written: "For several years he was one of the fastest and most useful ferwards, a very determined runner, not averse to a collision with an opponent, a plucky charger, and the game was two all, and mirably, but when the game was two all, and mirably, and an excellent transfer and most useful to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are to give it, and shake my head if you are not a collision with an opponent, a plucky charger, and an excellent tackle. He played on the verge of the scrummage as a rule, and, if occasionally he robbed a balf-back of a chance, was in the habit of gotting well off and making a dashing run. A veritable enthusiast, he is as well up in the science of the rame as any man in the kingdom, has done excellent work in many special committees, and is invaluable on a point of law. In conjunction with H. Vassall. he may be said to lave been mainly instrumental in developing amongst forward players the theory of 'passing,' as to which I am inclined to think that he joins with not a few of the older school of players in considering it to be somewhat over developed nowadays. is the tribute of a gentleman well qualified to judge of his capabilities, and I make no doubt It was well-carned. Finding the law distasteful, he threw this up and took to studying for medicine, entering at St. Bartholomew's Hospital. In addition to football, which g me he adorned until the season of 1888-89. Air., Budd follows acquatics with the atmost teamness and as even now as capable an "our as here and there mother. Boxing also has a special fasci--nation for him, having the regutation of being dashing and fearless, and as good with one hand as the other. He suims woll, too, and I have read that "every big cricket match finds him early on the ground, a fixture for the day."

twice each against Scotland and Iroland, and

once against Wales.

As showing something of the development of the game since Arthur Budd first gained his cap it may be mentioned that in 1878 England played three backs against Iroland, viz., M. W. Marshall, A. W. Pearson, and W. J. Ponny, two three-quarter backs, H. J. Enthoven and A. N. Hornby; two half-backs, J. L. Bell and A. H. Jackson, and eight forwards, amongst whom were W. Hunt (Manchester), E. B. Turner (St. Goorge's Hospital), and G. F. Vernon (Blackhouth). It is a long time to look back, and very many of the players have long since dropped out of the public ken, but we have A. N. Hornby, A. Badd, and Dr. E. B. Tarner with us to-day, working as cheerily in the interest of sport as ever they did. No need is there for me to say what services have been rendered by Mr. Hornby or Dr. Turner, they are too well-known in the world of sport to be recapitulated here. Buth are sturdy enemies of that shokly, make-shift amateurism which is so rampant, and so despicable-both are well qualified for the stern fight against humbug and hypocrisy. Against the three backs arrayed against Ireland R. B. Walkingten-one of the finest men who ever kicked a ball for the Emerald Isle-stood alone, there being two three-quarters, two halves, and ten forwards! Upon the occasion in question England won by two goals and a try, and although in the following season Ireland had recourse to a couple of backs and nine forwards, a defeat of three goals followed. Little by little Wales, by adopting the four three-quarters system, managed to bring others to its way of thinking by reason of the success which attended the efforts of the best Welsh clubs when opposed to others autside the Principality, and to-day we find England, Ireland, Scotland and Wales in line on the three-quarter system. Like many another the older school, it look me some considerable time to become perfectly reconciled to the now style, for it was not every fifteen that could show the same even rate of speed, the same mechanical accuracy in passing and repassing, the same conspicuous unselfishness, the same earnestness and judgment in backing up as, say, Newport were able to show when of their best. Behind a winning pack, or even, at 12 LENKRANZ a pinch, behind bulves capable of getting the state had ball from the "scrum," there can be no question. The control of the about the effectiveness of the four three-quar- PIANOS tors formation, but there must be no unselfishness, no bungling, and no mad-rushing in front | ROBINSON'S of the player with the ball or the whole system OWN MAKER fails utterly. Even during the present season &c., &c. I have witnessed matches of importance played where the wing three-quarters have been literally starved for want of work, and have seen them buffeting themselves with their arms like any other unemployed workmen to keep themselves warm. I do not know if the captains of to day are better or worse than in the good olddays, but I am quite certain that my captain would not have allowed his "pack " to be beaten from end to end whilst two big fellows flapped themselves for want of something better to do. . If there was to be no running for them . to do, then there would have been some pushing found, for a player benumbed with cold is worse than useless, being likely to let his side down at any critical moment through being unable to do himself justice. The idea of a man chilled to the bone stopping an opponent at full speed, or capable of taking a sharp and perhaps unexpected pass, seems to me absurd. Custom, I know, has decreed four three-quarters as the correct game, but my contention has always been that a captain should be guided by circum-

A NEW HOME FOR THE ENGLISH CUP. It is now possible to speak with definiteness as to the English Cup finding fresh quarters [a34] for another twelvementh at least, all the previous holders having been vanquished one after the other with singular perversity. During a rather busy winter I have managed to get a glimpse at a few of the more important, cup ties, and I do not see how anyone can reasonably complain of the luck or the want of it at has left the competition as we find it to day. It is enough for me at the present juncture to know that the Association tropby

of our amateurs for the most part that Mr. , will gladden the hearts of a football centre Build deals his most trenchant blows in his com- that has never before welcomed lite shomemunications to the newspapers. He is a Rugby coming, and for this fact along walls is not be Unionist to the backbone, and has a tremembus | the game ought to be thankful Solie little opinion of the style of the Southerners as com- time ago I took occasion to refer to lianoushire a pared with that of Northern players. Judging last hope, and as I wrote at the line I had from the outhesiasa he displays when carrying | some idea that Everten would prove capable the lag as a touch judge in some of the more of adding still more lustre, to the many important games be evidently believes there are brilliant achievements already placed to the few more stirring sights for mortals to gaze | credit of Lancashire sportsmen. Alas, it upon than a keenly contested serummage or a | was not to be for after making the pace a rapid break-away by a pack with the bell at their torrilly one at start they failed to stay when the toes. On football aw he is popularly supposed. Derby County players began to exert pressure. to be one of the finest exponents of the day, and attaungle I have an idea that the first goal of popular supposition is not very far wrong. To the match had considerably more to do with the ANOE CO. OF AIX LA CHAPELLE

lock at his well-knit and stardy figure as hopaces a ctuel result than many seem inclined to admit backwards and forwards intently watching every this was the direct outcome of a toul given movement in a game, one would not think that larginst one of the Everton half-backs, and I he first saw the light as far back as 1853, and likel bound to say it was one of many very prepared to ACCI yet such is the fact. He carries his years won properly swarded during the game. I not care at Current Rates. to see shabby or ungentlemanly play at any as boys at school we should have urged Anyone who follows out-door sport to any that the was "not the game," and anyone who extent must have noticed what diversity of perioded in foul play would have found his opinion is to be met with in the compartment place in the team filled by a fairer if an inferior of a railway carriage during a short journey to player. Schoolboy morals and schoolboy the scene of any sporting carnival, and I have because I suppose, count for very little indeed opinious penned by Mr. Budd discussed warmly professionals. I do not know that I need on many occasions. I do not always agree elaborate further on the sins of this particular Class Poreign and Chinese with him, but I cannot help admiring the player those who have seen more of his career Rates. manly way he hits out, the blantness of his than myself say that he is addicted to these Amongst the quantity of gossipy rubbish served many occasions in spite of his play

of a man like Mr. Badd is as refreshing as a of which should be able to any large values. Plunge into the "briny" during the sweltering. In the long ago, when I wall do now, I have clays of August. He may be something of an Scottish football clubs the mast do now, I have old force like myself, but he is honest and frequently felt displeased—to use an stronger candid, and these qualities should go for a good: Criment the Caving off-side tactics adopted deal in these times. As I have said already, has by Sected forwards, although these were often was been in 1853, at Bristol, in which city exposed by their apologists declaring that we his father, Dr. W. Badd, F.R.S., had and extensive practice. His earlier days were spent, at the conting of off-side. Cheating is despicable at Clifton College, and before leaving for the translating, and for a playor to deliberately Pembroke College, Cambridge, he had risen to the head of the school, and held a place in the school football twenty. A kindly biographer has teld us how quickly he went to the front upon taking to rowing, to which he devoted himselfalmost exclusively, for in those days foothave ramble toway from n opic more little, but the incidents of the Derby v. Everton game came back vividly as abbled, and although disappointed in a Twos glad enough to see pulpable offences

boing I spinistly given, and, so far as I was able to judge without fear and without favour. Upon the one occasion it has fallen to my unlist in louric officiate as a referee in a oppointed chicle owing to the late arrival of the oppointed chicle or his non-appearance, and therefore I will be readily believed that I have international cap, an honour conferred upon him no fewer than six times, although he was unable to take his place in 1880 owing to necitately the story to reproduce which hits off many an extense Altogether he gained five caps, playing story to reproduce which hits off many an exa maich between two co try clubs, the captain of the home team was entered at stranged for the want of a reference and want of a referee, and on abilities of his time, I should like to quote the words of Mr. Guillemard, who filled the position. dograir be said

near at hand, a claim was made amining and visiting team for oll-side, the home es nodding vigorously. Jones allowed the of course. 'I say, old man, said the visit captain, 'you don't really mean that you g that off side ?' 'Oh, yes; I do,' replied Jor with conviction. But how? Why was Brown off-side?' This completely flabbergasled Jones for he had not the faintest idea. Come here, you fellows,' said the captain, 'this precious, referee can't tell us why it was off-side." yes, I can, replied Jones, suddenly struck with an despiration. You see, Brown was playing on the left wing, and he got quite over on the right, so, of course, he was offside. See? Who shall say that decisions as foolish as this are not given week by week in miner matches:

have beind that Reynolds, the old international. is an adept. SHIPPING KEPORTS. Ino Dutch steamer Wilhelminn, from Cardiff 17th March, buil fine weather throughout. The British steemer Thales, from Coast Ports 4th May, had S.E. wind and heavy rain to Amoy. From Amoy to Swatow Laht N.E. wind and tine weather. From Swatow to pert moderate breeze and cloudy showery. In Foochew-Strs. Chittagong and Hueskin, H.M.S. Dapline, French

Strs. Kwongsong and Yiksang. GIEN TING, SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE,

*Hougkong, 23rd September, 1891. TAVID CORESR MERCHANT NAVY NAVY BOILED LONG FLAX MALUIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.,

Consultation Free.

insurances: UN INSURANCE OFFICE, LONDON THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA. FOUNDED 1710. The Undersigned, having been appointed GENTS for the above Company, are prepared. to ACCEPT RISKS against FIRE at Current

SIEMSSEN & CO. Hongkong, 16th May, 1892 AACHEN AND MUNICH FIRE INSUR THE Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS ugainst PIRE REUTER, BRÖCKELMANN & CO. Hongkong, 21st April, 1807. RTORTH GERMAN FIRE INSURANCE

ANY OF HANBURG. The Universigned AGENTS of Company/ are PEEPARED TO SIEMSSEN & CO. 29th May, 1895. TRANSATIANTICFIREINSURANCE

COMPANY OF HAMBURG. The Undersigned, having been appointed IGENTS for the above Company, are prepared ACCEPT RISKS against FIRE at Corrent STEMSSEN & CO.

Hougkong, 16th November: 1872 TOHENIX FIRE OFFICE. The Undersigned are now prepared to

GRANT POLICIES SE INSURANCE against FIRE at Current Rates. DOUGLAS LAPRA R & CO., Agonts for the Phonicip ire Office. G. B. Dodwell, Esq. Hongkong, 17th August, 1887. COTTISH METROPOLITAN A. McConachie, Esq. ASSURANCE CO.

The combined ACCIDENT and LIFE lighted was most satisfactory, the decisions POLICY is the MOST. ADVANTAGEOUS form of INSURANCE. A yearly promium of £28 2s. (age 30) secures the following :--£3,000 in case of death by accident, £1,000 in case of natural death. per Annum on the daily bille rate of 2 per Cent. 21,000 in case of permauont total dicablement by accident.

£500 in case of partial total disablement by £6 per week in case of temporary ment by accident-Accidents insured against for EX and £2 ner annum (£1,000 in case of death by weekly for further Partionlars apply

Hongkong, 8th June, 1896. JORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER,

1896, £12,954,532 0s. 0d. : AUTHORISED CAPITAL 23,000,000 2 s. c. SUBSCRIBED CAPITAL 2,750,000 PAID-UP CAPITAL687,500 0 II. FIRE FUNDS2,660,850 12 0 The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Carrent Rates. SHEWAN, TOMES & CO.. Hongkong, 12th June, 1897.

NCHESTER FIRE ASSUR ANCE COMPANY. ESTABLISHED A.D. 1824 For ferreting out posers on points of law I NDS AND SECORITY£2,601,891 L FIEE PPEMIA 2 850,600

Having been appointed Agents of the above and CHINESE RESEMENTED OF COMP HYPODRA HOLLIDAY, WISE & CO., Hougkong, 20th April, 1898. JOHN WALKER & SONS'

Strs. Kalgan and Rellerophon. In Swatow - | * KILMARNOCK WHISKY. This World-renowned. Fine Old Highland Whisky is shipped by CUTLER PALMER & Co., and is Obmin Jongkong of NUERSON.

are far superior in quality to my other vegetables shipped to the East. Price per Tin 110, Queen's Rad Central.

Sole Agents. CEMENT PORTLAND PRICES AND SAMPLES ON APPLICATION.



TTED ASBESTOS ORIENTAL AGENCY (LIMITED).

MUSICAL INSTRUMENT

SOLE AGENTS IN HONGHONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS COMPANY, LD., LONDON, CONTRACTORS TO H. M. GOVERNMENT

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all Kinds. "VICTOR" METALLIC BOILER JOINTS ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the Best Qualities. ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. DODWELL, CARLILL & CO., General Agents



BROADWOOD PIANOS

MONTHLY PAYMENTS. LANE, CRAWFORD & CO

NEW MODELS

DRIVATE BOARD AND RESIDENCE Hongkong, 9th January, 1896.

NOTICE TO CONSIGNEES THE CHINA MUTUAL STEAM NAVI. GATION CO., LIMITED.

INCORPORATED BY ROYAL CHARTER, 1853. NOTICE TO CONSIGNEES. HMAD OFFICE LONDON. FROM SWANSEA, LIVERPOOL, AND CAPITAL PAID-UP...... SINGAPORE. RESERVE LIABILITY OF SHARE-TITE Company's Stoumship ROLDERS £800,00

having arrived from the above ports, Consignees INTEREST allowed on Current Accountat of cargo are heraby informed that their Goods the rate of 2% per annum on the Daily balances are being landed at their risk, into the Godowns On Fixed Deposits for Phonths ... 4 per cent. of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained. T. H. WHITE O. D. Hanag Sept. 1997. sent in to the office of the undersigned before Noon on the 6th May, or they will not be re-

All broken, chafed, and damaged Goods are to be left in the Golowns, whore they will HAI BANKING C KONG AND SHANG-may be obtained on a DRIORATION. Rules examined on FRIDAY, the 6th May, at 3 P.M. No Fire Insurance has been effected, and any goods remaining in the Godowns after the PER CENT. per annur posits is allowed at 34 6th May will be subject to rent. Bills of Lading will be countersigned by balances of \$100 or more maler at their option SHANGHAI BANK to to the HONGKONG AND HOLLIDAY, WISE & CO. DEPOSIT at 4 PER Con placed on FIXED

Hongkong, 33th April, 1898. NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "VICTORIA." FROM TACOMA, VICTORIA, YOKO. HAMA, KOBE, AND MOJI.

THE above Steamer baving arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consigness risk DODWELL, CARLILL & CO.,

Hongkong, 1st May, 1898. HAMBURG AMERICA LINE. (East Asiatic Service). NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, AND SINGAPORE. HE British Steamship

"ADRIA" having arrived from the above ports. Consignees of Cargo by her are kereby informed that their goods are being landed at their risk late the Godowns of the Hongkong and Kowloon Winef and Godowa Company, Limited, whence very may be obtained. Perishable Goods be taken delivery of immediately. Optional Cargo will be discharged here uns notice to the contrary be given immediately. No Fire Insurance has been offected, and any Goods remaining in the Godowns after Tues-DAY, the 10th instant, will be bject to rent. The steamer having arrive ander general everage, an average bond wind e signed at

CARLOWITZ & CO., Hongkong, 3rd May, 1898. FROM FAMBURG, PENANG, AND SINGAPORE. HE Steamship

Bills of Lading will be countersigned by

ptain E. G. ram having arrived from above ports, Consignees of Cargo are hereby. sested to soud in their Bills of Lading for takt a growthere by the Undersigned and to Optional Cargo will be forwarded unless

notice to the contrary be given before NOOK y Cars sing her discharge will be and into the Warr and Godown Company, quited, and stored at Consignees' risk and after the 12th inst. will be sub-

broken, chafed, and damaged Goods are left in the Godowns, where they will be mined on the 12th inst. at 3 P.M. To Fire Insurance has been effected. SIEMSSEN & CO...

Hongkong, 4th May, 1898. NORDDEUTSCHER LLOYD NOTICE TO CONSIGNEES.

S.S. "PREUSSEN." IIE above-named steamer, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, | be despatched on SATURDAY, the 7th Treasure, and Valuables, are being landed and instant, with Mails to the United Kingdom, stored at their risk into the Godowns of the Europe, and places beyond, via Marseilles Hongkong and Kowloon Wharf and Godown to Saigon, Straits Settlements, Batavia, Bur-Company, Limited, Kowloon, whence delivery mah, Ceylon. Madras, the Australusian Colonies, may be obtained.

Aden, Natal and the Cape, Egypt, Malta, and

Optional cargo will go on to Shanghai unless notice to the centrary be given To-DAY at No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant will be subject to rent. All broken chafed, and damaged Goods are

to be left in the Godowas, where they will be examined on MONDAY, the 9th, and THUESDAY, the 12th instant, at 9.30 A.M. All Claims must reach us before the 20thinstant, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by MELCHERS & CO. Agents.

Hongkong, 4th May, 1808. WORTH A GUINEA A BOX.

BEECHAM'S PILLS SUSORDERS BILIOUS AND

Prepared only by the Proprietor :-THOMAS BEECHAM, St. Helens, ENGLAND. SOLE ACENTS for HONOKONG and the TEMPIRE OF CHINA:- WATKINS & CO. 66. Quean's Road Central, Hongkong,

SANG COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIP. TION OF COAL. Address :- Care of Mosses. Kwone Sane & Co No. 68 PRAYA. CARBOLINEUM-AVENARIUS

USED FOLTOVER 20 YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness. Sole Agents for China, LUTGENS, EINSTMANN & CO.

Honekong, 31st August, 1897. MITSUL BUSSAN KAISHA No. 6, ICE HOUSE STREET, PRAYA CENTRAL. Head Office :- Tokto.

Branch Offices :-- London, New York, Bom-HAY, SINGAPORE, SHANGHAI, TIEN-TSIN, NEWCHWANG, and all Ports in TAPAN. AGENORES: Milke Coal Mines.

Ohnoura Coal Mines. Kanada Coal Mines. The Milke Cotton Spinning Mill, Ld. Tokyo Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Imporial Government Paper Mills, Colton Cleaning and Working, Co., Shanghai.

Onoda Cement Company, Japan. Kanegatuchi Cotton Spinning Mill. Tokyo Cotton Spinning Mill, Japan. Hayashi Clock Factory. Hongkong 4th August, 1897.

VESSELS EXPECTED.

THE AMERICAN MAIL The P. M. stellmor Poru, with, the American mail of the 12th ultimo, loft Yokohama en Monday, the 2nd instant, and may be expected here on or about Tuesday, the 10th instant. . The P. M. steamer Aztec left San Francisco for this port via Yokohama, Kobe, and Nagusaki, on the 15th ultimo. The P. M. steamer City of Rio de Janeiro

with mails, &c. left San Francisco for this port via Honolulu. Yokohama, Inland Sea, Kobe. Nagasaki and Shanghai on the 30th ultimo. THE PRESCR MAIL. The M. M. steamer Yarra, with the French mail of the 8th ultimo, left Singapore on Mon day, the 2nd instant, at 6 p.m., and may No claims will be admitted after the goods be expected here on or about Monday, the have left the Godowns, and all claims must be 9th instant. This Packet brings replies to letters despatched from Hongkong on the 26th February and 5th March. THE CANADIAN MARIA

> The C. P. R. steamer Empress of Japan, from Vancouver, arrived at Yokohama on Tuesday, the 3rd instant, at 9 a.m. and left again at 6 n.m. on Wednesday, the 4th inst., for Kobe. where she is expected to arrive at 6 a.m. on Thursday, the 5th instant. THE AUSTRALIAN MAIL.

> The 's. & A. steamer Airlie, from Sydney. &c., left Port Darwin on the 3rd instant. THE INDIAN MAIL The steamer Suisang, from Calcutta am Straits, left Singapore for this nort on the 5th instant at 11 a.m. MERCHANT STRAMERS.

land. Or., on the 3rd instant, for Japan and Hongkong. The Austrin Lloyd's steamer Trieste left Kobe for this port on the 5th instant. . The N. P. steamer Olympia has arrived at Yokohama from Tucoma and sails for Kobe and Japan on the 6th instant. The Mutual steamer Kaisow, from Glasgow and Liverpool, passed the Canal on the 19th ultimo, and may be considered due at Singapore on or about the 8th instant. The N. Y. K. steamer Hakata Marn (Eur.

3rd instant, and is expected to arrive here on the 8th instant. The N. Y. K. steamer Idenni Maru (Bombay Line) left Singapore for this port on the 3rd instant, and in expected to arrive here on the 4th justant. and is due here on or about the 10th instant

poan Line) left Singapore for this port on the

The Barber Line steamer Craffearn, from New York, left Singapore on the 3rd instant The N. G. I. steamer Bormida left Bombay for this port on the 24th ultime, and may be expected here on or about the 12th instant.

PASSED THE CANAL. OUTWARD-12th April-Kriemhild, Armenia Indiani, Kilburn, Undaunted. 14th April-Java, Egremont, Castle, Falladon Hall, 19th April-Breconshire. Agamemnon, Yurra Arizona, Corrus. 22nd April-Oak Branch 26th April-Vindobona, Labuan, 29th Apr. -Coylon, Priam. 3rd May - Della, Fortuna, Weolwick & GE & Borneo, Mclbourne,

HOMEWAN BER SEE STREET SOUTHERS

POSTFIUE NOTICES

The Postal Guide for 1898, revised to date will be found in the Chronicle and Directory P. XXI. This is the only authorised completed Summary of Postal information published in Hongkong.

A MAIL WILL CLOSE. For Noihew and Rangkok .- Per Chowfa, today, the 6th instant; at 9.30 A.M. For Bangko 20 anguard delaide, to-day, For Bangko present Ale For Yokok 1 2 3 Company Niebe, today, the 6th int. netant at 12 For Swatow, amoy dond I show. - Per Thales, to-morrow, the The instanted one P.M.

For Amoy and Tamsui .- Perfield for tomorrow, the 7th instant, at 5.00 Pake average Mar Vinchow. - Per Lee On to Yokomina. Victoria and Tacome. Per Victoria, on Tues-Walson & Co. day, the 10th instant, at 11.30 A.M. For Yokehama.—Per Hakata hoge, on Tuesday, the 10th just, at 3.30 P.M.

For Kobs and Yokohama, -Per Idzumi Mary, on Thursday, the 12th inst., at 3.30 P.M. For Shanghai, Chefoo, Chemulpo, Nagasaki, -Fasan, Gensan and Wladivostock -Per Sagam [1017 Mare, on Friday, the 13th instant, at 3.30 P.M. Do. P'per-wrapped \$600 to \$670 For Nagasaki, Kobe and Yokohama -- Por Robilla, on Saturday, the 14th lust, at 5.00 p.M. For Shangkai, Moji, Kobe, Yokohamu and Portland, Or.—Per Bracmar, on Saturday, the 4th June, at 11.30 A.M.

MAILS BY THE FRENCH PACKET. The French Contract Packet Salazie will 8.00 AM .- Posting of Prices Carnett and Cir

Gibraltar. culars ceases. 10.00 A.M.—Registry ceases: 11.00 AM - Mail closes.

MAILS BY THE UNITED STATES The United States Mail Packet Belgic will be despatched on TUESDAY, the 10th San Francisco, the United States, Cainada, Victoria Peak. Peru, do., which will be closed as follows :-10.00 A.M. Registry ecases. 11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet with

Late Fee of 10 cents extra Postage until the time of departure. BILLIARDS

URROUGHES & WATTS REVISED PRICE LIST of BILLIARD TABLES and BILLIARD ROOM RE-QUISITES can be had at the Office of the Hongkony Daily Press. Hongkong, 17th February, 1898.

CARTRIDGES. Absolutely Smon. THE BEST NITHO-POWDEBALLISTITE PRICE OF 12-BORE CARTEDGES -- ding. With Powder Louded with

Powler only. and I ez of Shot. Primrose Cases ... S5.65 Pegamoid Cases ... 6.25 Ejector Brass Cases, 6.90 5% discount on orders of 1,000 and over.

WM. SCHMIDT & Co., Gunmakers, Hongkong, 27th July, 1897.

NIOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS WILL be RESPONSIBLE for any DEBT contracted by the Officers or the Craws,

of the following Vessels during their stay in Hongkong Harbour .--ALDERSHOT, Brit. steamer, Fuller-Siemssen AVALA. British steamer, F. W. Langworthy -Dodwell, Carlill & Co. BENVORLICH, Brit. steamer, Thomson-Gibb, Butuan, Spanish str., Madriago-Brandso CATHERINE APCAR, British str., Olifont-

D. Sassoon, Sons & Co. IMBERHOUKE, British ship, Lever-Shewan, Isidoro Pons, Spanish str., Roses-Order. Tomes & Co. LOMBARD, British stoamer, Raison-Dedwell, LYEEMOON, Gor. str., Henermann-Siemssen Carlill & Co. Niobe, German str., Pfaff-Siemssen & Co. WESTBURG, Russian bk., Tackow-Gilman

COMMERCIAL. CLOSING QUOTATIONS. THURSDAY, 5th May

EXCHANGE.

On London,-

Bank Bills, at 30 days' sight 1/10 Bank Bills, at 4 months' sight ... 1/10. Credits, at 4 months' sight. 1/101 Documentary Bills, 4 months' sight 1/10; ON PARIS.-Bank Bills, on demand 4 2.324 IN GERMANY. -On demand IN NEW YORK. Bank Bills, on demand 444 Credits, 60 days' sight'. 45% ON BOMBAY.-ON CALCUTTA. IN SHANGHAL ---AN YOROUAMA. Sovernions, Bank's Buying Late 10.72 GOLD LEAF, 100 fine, per to 1 56.60 The N. P. steamer Braemar sailed from Port-

JOINT STOCK SHALLS. COMPANY. TAID 13. 7.50, briger film life retairen Hongkong & S'ini ... China & Japan, prf. 2. wit. 1144 Do. ordinary, antestagen. Do, deferred 21 . 1. 18. Natl. Bank of China B. Shares Found Phares... Hell's Asbestos E. A... Sie e. evdiv: Campbell, Moore & Co.

China Sugar International Laton Kung Mow . TIS: 100 Yahloong [Tls. 100 15. 40 airy Farm enwick & Co. Gez.

Do. New Issue I. & C. Bakery Hongkong & C. Cas ... Hongkong Electric ... \$10 10% sallers H. H. L. Trumways Hougkong Hintel Sode Sugers longkong lee 1. & K. Wharf & G. \$125 | 252; p. pt. preta_ier nsurances-China Fire \$20 [198, sellers China Traders' \$50 !8324 sellers

Hongkong Fire North-China £25 (Tls. 200, brryer) Straits \$20 \{11\{\}\}, sellers 850 (4225, selle 🔻 Unioni Yangtsze.... \$69 g:134, sellers and and Building-Hongkoing Land Inv. \$50 \$78, sales 110 \$85, rollers Jumphreys Estate ... \$30 \$17, rates & sollers Kowloon Land & B. West Point Building \$40 \$20, soliers, . \$100 340, sales & luyers JUZON SUERT Mining-Charbourages Fcs. 500 \$100 sellers

\$5 \$5, entes " Gt. Estn. & C'donian \$24,82,70 \$5 \$1.40, buyers \$1 \$1.00; relien New Balmoral 1 \$1.20, sales Do. Preference ... \$5 \$18 sellers Oliver's Mines, A. ... \$24 \$54, sellers Do. B...... 55 \$51, sales New Amoy Deck iteamshin Coys. — China and Manila ... \$50 \$51, sellers

£10 £7 16s, buyers China Mutual Ord. £10 £5 5s., buyers Do. Preference. ... £5 £2 12s, 6d , boyer# \$50 \$58, buyers Douglas Steamship \$15 4243 ... Canton and Ma... £10 162, salos Indo-China S. N. ... Tebrail Planton from Wandhai Wanke do

Malwa New acra\$8 0 to _-Maiwa Older \$900 to -Persian Olly -- to --Benares Old \$ 1874

> THE WEATHER. CHINA COAST METEOROLOGICAL REGISTER, 4th MAY, AT 4 P.M.

Wladi vostock. Gutz aff (00) Sharp Peak : 29.09 Gap Rock ... 20.90 Manila Cape S. James. . 5th MAY, AT 10 A.M. Wladivostock. Gnizlaff 29.05 Sharp Peak ... 29.97 | 69 | 75 | E 1 e Amoy Swalow Hongkong ... 29.95 . 74 80 E 3 0 Victoria Penki (inp Rock' ... 29,91 Macao by highest ares in an area probably court - - autor has fallen on the HONGKONG REGISTER up Indien on the on datu On dist Barometer Tomperatare Hamidity Direction of wind

> Hongkong Observatory, 5th May, 1898. MESERS. FALCONER & CO.'s REGISTER, 5th May. Barometer 9 A.M. 29.98 Therm. 9 A.M. (Wetbulb) 70
> Barometer 1 P.M. 29.87 Therm. 1 P.M. (Wetbulb) 72 Baromeler 4 P.M. . 29.82 Therm, 4 F.M. (Wetbalb) 72 Thermom. 1 P.M... 74 Therm. Maximum 78
> Thermom. 1 P.M... 78
> Therm. Minimum (over-Thermont. 4 F.M... 78 nightfarance 72 HONGKONG TIDE-TABLE. 6th to 12th May.

Force ammendan

LOW WATER Hongkoug Moan Time. Hongkong Mean Time.

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH. NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP. COMPANY). BAILING DATES. STEAMERS, (Tursday, 10th May, THURSDAY, 12th May, IDEOM MARC KOBE & YOKOHAMA R. Nunome. VLADIVOSTOCK VIA SHANGRAL (FRIDAY, 18th May, CHEFOO, CHEMULPO, NACABARI, A.P.M. BAGAMI MARU T. Marai Through Passenger Tickets and Bills of Lading issued for the Principal Cities in United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central, A. B. MIHARA, Manager. Hongkong, 30th April, 1898. PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY. REMARKS. PARRAMATTA ? About 13th } Freight or Passage. SHANGHAI C. F. Preston, E.N.R..) May For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 6th May, 1898. CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. PUNCTUALITY. SAFETY.

Hongkonk, 4th May, 1898. CALLING AT SHANGHAY, I GASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. STRAMSHIP COMPANY. Twin Strow Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) EMPRESS OF JAPAN Comde. G. A. Lee, R.N.B. WEDNESDAY, 18th May, 1898. EMPRESS OF CHINA ... Comdr. H. Pybus, R.N.R. WEDNESDAY, 8th June, 1898 OVERLAND RAILWAYS AND ATLANTIC IND OTHER CONNECTING EMPRESS OF INDIA. Coudr. O. P. Marshall, R.N.R. ... WEDNESDAY, 29th June, 1898 STEAMNES. FIRE magnifleonis T.VIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAS IN. and usually make the voyage YOKOHAMA to VAN-HONOLULU COUVER in 12 DAYS, saving PAREE DAYS to a WEEK in the Trans Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS. of the CANADIAN PACIFIC RAILWAY, which leave doily, and cross the Contident Bargio (via Shanghai, FROM THE PACEFIC TO THE ATLANTIC WITHOUT CHANGE, Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans Atlantic
Lines, which pangers to Great Britain and the Continent are given choice of
Passers Booked through to all principal points and Alk STATES (First class only) granted to Missionaries, Members of the Neval.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Neval.

Military. Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. and Honolula) land Ses, Yokohama, and Honolulu) GARLIC (via Shang-) THURRDAY, Ju The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest awarl for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY and Honoluin HE Company's Steamship "BELGIC" THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

D. E. BROWN, General Agent,

Pedder Street.

Hongkong, 28th April, 1898. NORTHERN PACIFIC STEAMSHIP CO.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

PROPOSID SAILINGS FROM HONGKONG.

VIA SHANGHAT, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY C	OREGON	PORTLANI N CONNECTED RAILEOAL TION	ON WITH O AND NA	VIGA.
Tons Captain Suilin	g. Stermer	1	Captain	Proposed Sailing.
VICTORIA 3.167 J. Truebridge May OLYMPIA 2.603 T. H. Dobson May ARIZONA 5.164 J. Panton, R.N.R. June TACOMA 2.549 A. Dixon July	10 BRAEMAR 21 MOSUL 14 COLUMBIA 2 BRAEMAR	19 605 A G	. wight to	July S
m			A 3 - 41-24 T.5	on to th

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INFERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CANCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from Victoria TACOMA and POSTLAND to Drea and Sr. MICHAEL. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

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must be sent forward by the steamer thurses marked in full) by 5 P.M. on the day previous to Reliver. Tacome, Wash, for Good Bailroad and Navistation as to Passage or Freight, apply to DODWELL, CARLILL & CO.

	1
COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.	THE PENINSULAR AND STEAM NAVIGATION STEAM FO
NOTICE. STEAM FOR	STRAITS, CEYLON, A INDIA, ADEN, E MEDITERRANEAN
AIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS.	DONDON.
CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITER. RANEAL AND BLACK SEA	THEOUGH BILLS OF LADIS BATAVIA, PERSIAN GULF,

LONDON, HAVRE, BORDEAUX. PORTSOF BRAZIL AND RIVER PLATE for MARSEILLES via ports of call, WITH. above Ports. OUT TRANSHIPMENT, don as well as cfor Marseilles, and accepted in be transhipped at Colombo into a steamer pro-transit through Marseilles for the principal ceeding direct to Marseilles and London; other

PORTS.

Hongkong, 30th April, 1898.

they must be left at the Agency's Office.) Contents and Value of Packages are required. the terms and conditions of the Company's Bills | CALCUTTA for CAPE PORTS overy fortnight. For further Particulars, apply at the Com. of Lading, рапу в ОПсе, G. DE CHAMPEAUX,

D ORIENTAL N COMPANY AUSTRALIA EGYPT, N PORTS.

General Agents.

ING ISSUED FOR IA, PERSIAN GULT, CONTINENTAL AND AMERICAN PORTS. THE Steamship

"COROMANDEL," ON SATURDAY, the 7th May. 1898, Captain F. N. Tillard, carrying Her Majesty's at Noon, the Company's Steamship Mails, will be despatched from this for BOM-"SALAZIE," Captain Paul, with Mails, Pas. BAY, &c., on SATURDAY, the 14th MAY, sengers, Specie, and Cargo will leave this port at Noon, taking Passengers and Cargo for the Silk and Valuables, all Cargo for France,

Cargo and Specie will be registered for Lon. and Ten for London (under arrangement) will Cargo for London, &c., will be conveyed via Cargo will be received on board until 4 P.M.

Specie and Parcols until 3 P.M. on the 6th 4 P.M. the day before sailing. The Contents and May. (Parcels are not to be sent on board; Value of all Packages are required.

> For further Particulars, apply to A: M. MARSHALL, Acting Superintendent.

TO BE DESTATORED. AG & REG. CAPTAIN. YOR FEEDAT APPLY TO VHESKL'S NAME DESTINATION. On or about 14th inst On 12th inst. Brit. str. LONDON VIA SURZ CANAL On 14th inst., at Noon. Brit. str. Tillard LONDON VIA STRAITS; &c. On 10th inst., at 4 P.M. Gor. str. LONDON, HAMBURG & ANTWERP ... On 25th inst., at Q A.M. Heintze. BREMEN VIA PORTS OF CALL Arnhold, Karberg & Co. On or about 14th inst. HAVRE, ROT'DAN & COPENHAGEN To-morrow, at Noon. MARSEILLES VIA SAIGON, MTC . TRIESTE V. STRAITS, BOMBAY, &c. Triesto
VANCOUVER, V. SHANGHAL, &c. Empress of Japan
PORTLAND, OBEGON VIA KOBE
VICTORIA, B.C., & TACOMA V. S.HAL
SAN FRANCISCO VIA NACASAKI
SAN FRANCISCO VIA S.HAL &c. Peru Sander, Wieler & Co. On 13thinst, On 18th inst., at Noon. Capadin Pacific R. Co., Brit, str. Dodwell, Carlill & Co... ()n 4th June, at Noon; Porter, Brit. str. On 10th just, at Noor Dodwell, Carlill & Co. Brit. str. O. & O. S. S. Co. On 10th inst., as Noon. On 19th instrat Noon. Amer. str... Shewan, Tomes & Co. Brit. ship . Lover SAN FRANCISCO Dodwell, Carlill & Co. On or about 45th inst. NEW YORK VIA SUEZ CANAL Brit. str. On or about 25th inst. Shownn, Tomes & Co., Brit. str. Quick despatch. Amer ship On 13th inst., atl4 P.M. VLADIVOSTOCK VIA S'HAL, &C. vingston & Co., N. Co. Quick despatch Brit. str. NAGASAKI, KOBE & YOKOHAMA. On or shout nst. On 15th inst. vlight Brit. str. Y'HAMA V. S'HAL, N'BARI & KOBE. Brit. str. YHAMA YIA NAGASARI & KOBE . Robilla Siemssen & To-day at 6 P.M. Ger str. Nippon Yuson Tra Jap. str. Nippon Yusen Kaisla 19th tost at 1 Hakata Maru Idzumi Maru. Messageries Maritimes... On ROBE & YOKOHAMA .. S'HAI, N'SARI, KOBE & Y'HAMA ... P. & O. S. N. Co. Parramatta Douglas Lapraik & Co. On 8th inst., Day Brit. str. Dongles Lapraik & Co. ... On 8th inst., Daylight. AMOY & TAMSUI Gibb, Livingston & Co. On 10th inst. at Noon. SWATOW, AMOY & FOOCHOW Siemssen & Co. SYDNEY, MELBOURNE, &c ... In or about 17th inst. D. Sassoon, Sous & Co.... To-morrow, at 3 P.M. S'PORE, HAVRI, & HAMBURS Thokla Catherine Apear .. Brit str. STRAITS & CALCUTTA

VESSELS ON THE BERTH FOR YOKOHAMA AND KOBE. THE Steamship

Captain E. G. Pfall, will be despatched for the above ports TO DAY, the Ctn inst, at 6 P.M. This Steamer has superior accommodation for First and Second Class Passengers, and carries Dootor and a Stewardess. For Freight or Passage, apply to SIEMSSEN & CO.

Hongkong, 4th May, 1898. FOR SINGAPORE, PENANG, AND CALCUTTA HE Steamship

HE Company's Steamship

"CATHERINE APCAR," Captain J. G. Olifont, will be despatched for the above ports TO-MORROW, the 7th inst., For Freight or Passage, apply to DAVID BASSOON, BONS & CO.

Hongkong, 3rd May, 1898. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

"YARRA." Captain Le Cospollier, will be despatched as above on or about MONDAY, the 9th inst For Freight of Passage apply to G. DE CHAMPEAUX.

OUCIDENTAL AND ORIENTAL

MEXICO, JENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE

VIA INLAND SEA OF JAPAN AND PROPOSED BAILINGS FROM HONGRONG.

Nagasaki, Kobe, In- Tuesday, May 10, land Sea, Yokohama, 1898, at Noon,

Inland Sea, Yokohama, 1. 16,18 18, at Noon will be despatched for SAN FRAN-

CISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU of TUESDAY, the 10th May, [8] 1898, at NOON.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO. LULU and passengers are blowed to break their journey stany point en foute.

Through Passenger Tierets granted to Eng. land: France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Eates and particulars of the various Routes may be obtained upon application

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or UNION PACIFIC, DENVIR AND RIO GRAND vice versa; within one year, will be allowed discount of 10 percent. This ellowance does not apply to through fures from China and Japan to

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until Five r.m. the day previous to sailing.

For further information as to Freight or Passage apply to the Agency of the Company. No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 20th April, 1818. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

HE Company's Steamship "ANTENOR" Captain Jackson, will be despatched as above on THURSDAY, the 12th May. For Freight, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 28th April, 1898. "BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA. THE Steamship

"DENLAWERS" will have quick despatch for the above Ports. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agelets. Hongkong, 25th April, 1898. NATAL LINE OF STEAMERS.

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS Parcels will be received at this Office until OF LADING for all the principal ports in South Africa, in connection with Indo-CHINA STEAM NAVIGATION CO.'S fortnightly THE American Ship Shippers are particularly requested to note service hence to CALCUTTA. Sallings from For freight and further particulars, apply to

DODWELL, CARLILL & Co. General Agents for Chins and Japan, Houghong, 4th Angust, 1891,

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For Freight or PassINGSTON & CO. GIBB, L'Agents, Hongkong, 3rd Mat. MPANY, LIMITED EAST ASIATIC TTERDAM, AND

old, will be despatched as above MTURDAY, the 14th May. t or Pussage, apply to NHOLD, KARBERG & CO., leth April, 1898. MAIL LINE.

MAIL STEAMSHIP COMPANY. LAND SEA OF JAPAN AND

HONOLULU. SED SAILINGS PROM HONGRONG. UHSDAY, May 18

SATUEDAY, 25; 1898, at Nook teamship ** PERU for SAN FRAN-HAI. NAGASAKI KOBE, INLAND SEAL YOKOHAMA, and HONOLULU on THURSDAY, the 19th May, 1893, at NOON taking Passengers and Freight for Japan, the United States, and

Steamers of this line mas through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers allowed to break their journey at any point a lower Through Passage Lett granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canda. Rates may be ab-

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and other direct connecting Ruilways, and from Chicago to destination the choice of direct lies. Partisulars of the vaious routes can brand on application. Special rates (first clas only) are gented to

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San Francisco.

Through Bills of Laling is ed for transportation to Yokohama and of Japan Ports, to San Francisco, to Afantic and Inland Cities of the United States, via Orizand Railway, to Havana, Trinidad, and Debrara, and to ports in Mexico, Central and puth America, by the Company's and consecut Steamers.

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For further infomation us to Passage and Freight, apply to the Agency of the Company J. S YAN BUREN, Agent,

Hongkong, 2nd May, 1898. MOGUL-WARR OK-MILBURN LINE. FOR NEW YORK VIA SUEZ CANAL. HE Steamship

May, 1898. To be followed by the S.S. "AFRIDI" sail about 20th June, 1898. S.S. " PATHAN " | do. 15th July, 1898. S.S. "MACDUFF? do. 31st July, 1898. For Freight or Passige, apply to
DODWEIL, CARLILL & CO., 1 Agents. Hongkong, 5th May, 1898.

"EDERGIA"

FOR NEW YORK. "ST DAVID."

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STEAM FOR SINGAPORE COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

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(Subject	TO ALTERATI	ow.)
PREUSSEN	Wednesday	25th May
SACHSEN	Wednesday	1 23nd June
BAVERN	Wednesday	20th July
Elsa-ni	Madne	17th A
DARDERTADISM	. Wednesday	14th Se

PRHUSSEN Wednesday .. | 12th Oct. SACHSEN Wednesday ... 9th Nov. Wednesday ... 17th Dec. PRINZ-HEINBICH | Wodnesday ... | 4th Jan. ON WEDNESDAY, the 25th day of May, arrangen 1898, at 9 A.M., the Company's Steamship The "PREUSSEN," Captain R. Heintze, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALL contains the names of over Shipping Orders will be granted till Noon om Monday, the 23rd May, Cargo and Specie will be received on Board until 5 P.M. on Tuestay, the 24th May and Porcels will be received at the Agency's Office until Noon on Tuesday, the 24th May Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Parcels should be signed for less than \$2.50 and Pa ING at NAPLES and GENCA.

For farther Porticulars, apply to

Hongkong, 28th April, 1898, OR NEW YORK, VIA SUEZ CANAL HE Steamhin be despatched as above on or about 25t

To be followed by :-S.S. "BT. NINIAN" on or about the loth June, 1898. on or about the Soth June, 1898. For Freight or Passage apply to SHEWAN, TOMES & CO.

Hongkong, 21st April, 1998. FOR SAN FRANCISCO. FINHE 100 A1, British Ship "IMBERHORNE,"

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DORTLAND CEMENT J. B WHITH & BROS. SOLE AGENTS FOR CHINA. HOLLIDAY, WISE & CO

JAPAN FINE ART CURIOS KOHN & KOMOR

Hongkong, 11th April, 1883

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> 130, Wanchai Road. Horgkong, 4th May, 1899, THE "STRAITS TIMES" (Established in Singapore, 1831)

W. LYSAUGHT.

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Great Britain :- Nanking, 1849; Tiontsin, 1858; Convention 1860; Chefco, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1890, Thibet Sikkim Convention, 1890; Burmah Convention, 1897. France: - Tientsin, 1858; Convention, 1860

United States :- Tientsin 1858; Additional, 1868; Peking, 1880; Immigration, 1894. Germany:—Tienkin, 1861; Peking, 1880. Japan:—Shimotosaki, 1895; Lisotung Convention, 1895; Commercial, 1896; New Ports, 1896. Portugal, Russia, Russian Land Trade. TREATIES WITH JAPAR.

Great Britain, 1858; Trade Convention, 1866; United States Extradition Treaty, 1886 1895; Russia, Agreement as to Corea TREATIES WITH CORES Japan, 1876; Japan Supplementary 1876 United States, 1882; Great Britain, 1883.

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CALL FLAG W. J. W. KEW & CO., STEAD WATER BOAT COMPANY. Hongkong 9th October, 1895 SHIPPING IN PORT

HUNGKONG. Ask, Danish steamer, 654, Hygom, May A. R. Marty: Avala, British str., 2,388, Langworthy, May 5 Dodwell Carlill & Co Belgic, British steamer, 2,625, flinder, April 29, O. & O. S. S. Co Benvorlich, British str., 2,164, Thomson, May 3 Gibb, Livingston & Co Brindisi, Brilish str., 2,266, Watkins, April 18, P. & O. S. N. Co Butuan, Spanish atr., 328, Madringo, Feb. 15, Brandao & Co Bygdo, Norwegian str., 775, Brakke, May 4, Cutherine Apear, British str., 1,734, Olifent, May 2, David Sassoon, Sons & Co 30, Yuon Fet Hong Jardine, Matheson & Co Coptic, British steamer, 2,744, Sealby, Mar. 6 O. & O. S. S. Co Jardine Matheson & Co Lants, Weganer & Co Fatshan, British str., 1,452, J. Dick, H. C., & M. Steamboat Co., for Canton Glenavon, British str., 1.912, Pithie, May 3, Jardine, Matheson & Co

Harman, British str., 683, Hodgins, May 4, Douglas Lapraik & Co Hangehow, British str., 990, Pearce, April 17, Butterfield & Swire Tientsin, 1885; Conventions, 1886, 1887, Hankow. British str., 2,235, C. V. Lloyd Butterfield & Swire, for Canton Heungshan, British steamer, 1,054, J. Smith, H. C. & M. Steambest Co., for Macao Hoi-on British str., 76, H. Kearley, Butterfield & Swire for West River Hoi-tong, Chinese steamer, 409, Austen, Chi Holstein, German steamer, 985, Ipland, April 6 Jebsen & Co Honam, British str., 1,344, S W. Goggin, H., C., & M. Steamboat Co., for Canton Great Britain 1894; Duties Convention, Hongkong, French str., 639, Bastian, May A. R. Marty Isidoro Pons, Spanish str., 525, Roses, April 14, Keongwai, Briti h atr., 1,114, Unsworth, May 3, Ynen Fet Hong Ewonghoi, British str., 419, Rowin, Chinese, for Canton Lombard, British str., 1,658, Raison, April 24, Dodwell, Carlill & Co Loyal, German str., 1,237, Larenzen, May Geo. R. Stevens Manila. British str., 2,711, Haddock, May 3, P. & O. S. N. Co 1877, 1878, 1881, 1884, 1884, 1886, 1886 Mathilde, German str., 600, Hansen, May 3, Jebsen & Co in China; Japan, &c.; Table of Court Fees Min, British steamer, 1,987, Johnson, May 5, Table of Consular Fees; Charter of the Jardine, Matheson & Co Colony of Hongkong; Code of Civil Pro- Myrmidon, British str., 1,570, Rorison, May 4, Butterfield & Swire Niche, German steamer, 1,500, Pfaff, May 4. Foreign Jurisdiction Act; Regulations for Siemssen & Co the Consular Courts of United States; Orange Prince, British str., 1,220, Penrice, May 4. Meyer & Co Palinurus, British str., 1,538, Swayers, May 2, Butterfield & Swire Pasig, Chinese steamer, 284, C. Koch, Chinese, for Canton though printed in maller type than formerly Pathan, British stoamer, 1,736, Day, April 30 Dodwell Carlill & Co Powan, British str., 1,842, A. N. Patrick, H. C., & M. Steamboat Co., for Canton Queen Adelaide, British str., 1834, McNair. May 2 Samuels & Co Shini Maru, Jap. str., 1,370, Nonaka, May 5, Sishan, British steamer, 843, Jenkins, April 23. Bradlev & Co Sungkiang, British str., 994, Dodd, April 15.

Butterfield & Swire Tai On, British str , 769, Galleonski, Chinese, tor Canton Taiwan Maru Jap. str., I,483, Yoshiwara, May 3. Arnhold, Karberg & Co Thales, British stedmer, 828, Bathurst, May 5, Douglas Lapraik & Co Tungkong, British str., 59, Le Shing, Kwong Wan S. S. Co., for West River Wan S. S. Co., for West Truebridge, May 1, Victoria, British str., 1,992, Truebridge, May 1, Dodwoll Carlill & Co Wilhelminn Dutch str., 1,682; Bom, May 5, Shewan, Tomes & Co Wingtong, British str., 88, Jones, Butterfield & Swire, for West River HAILING TENSELS. Great Admiral, Ainr. ship, 1,401, Sterling, May

4. Master Imberhorne, British chip, 1,997, Lever, April 7, Shewan, Tomes & Co John Bairley, Amr. sch., 145, Wohli, Mar. 20. R. R. Thomas, Amr. ship, 1,281, Blanchard, May 5. Order

St. David, Amr. ship, 1,479, Lyons, April 23 Siemasen & Co. Tam O'Shanter, Amer. ship, 1,432, Ballard, April # 14. Standard Oil Co Tolnu, Amr. sehr., 78, Count Festotics, Mar. 8 Master Westburg, Russian bark, 471, Tookow, April S Gilman & Co

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